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Plastic found polluting the Atlantic Ocean

The myth persists: a plastic garbage patch the size of Texas is fouling the Pacific Ocean. In fact, the scope of the problem is far bigger, according to researchers who have now found plastic pollution in four vast ocean regions called gyres. The researchers are with 5 Gyres Institute, whose crew completed a voyage from Rio de Janeiro to Cape Town, South Africa during which they found prolific amounts of plastic pollution on the world's first such sail across the Southern Atlantic.

"We have confirmed our suspicion that plastic marine pollution is a global issue, and not confined to the

See **PLASTIC OCEAN**, Page 4

Retreads rolling along and racking up benefits



Focus Section Cover, Page B1

Used tire businesses balloon

by **MIKE BRESLIN**

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A well-worn tire with more than two thirty-seconds of an inch of tread and no other damage is not only a marketable product, but is in strong demand these days by thrifty drivers in a trying economy. "Technically, used tires are not scrap tires. These are tires that have been worn, but still have enough tread to be legally placed on another car or truck," said Michael Blumenthal, who works primarily on scrap tire issues as vice president of the Rubber Manufacturers Association (RMA).

RMA is the national trade association for the United States tire manufacturing industry. RMA members manufacture about 85 percent of the tires shipped within the United States annually.

All tires sold in the United States are required by federal law to have "wear bars" – molded strips of rubber that indicate when a tire is worn to two thirty-seconds inch of tread to be removed from service. Tire manufacturers and the National Highway Traffic Safety Administration (NHTSA) also recommend that tires be removed from service when worn to that level. NHTSA has many other guidelines such as tires being free from chunking, bumps or bulges, showing cord, ply or tread separation. State motor vehicles agencies set individual standards for tread wear and damage, and pass or fail is normally at the discretion of the individual inspector.

RMA estimates that roughly 30 million used tires are sold each year, which represent about 10 percent of the approximately 300 million scrap tires annually processed in the United States. Many used tire shops and wholesales sell

See **USED TIRES**, Page 8



PHOTO BY DENYSKUVAIEV | DREAMSTIME.COM

San Francisco collects 620,000 tons of food

San Francisco residents and businesses have composted more than 620,000 tons of material – mostly food scraps – through the city's green cart program. By composting all that food since the program was created instead of sending it to landfill, San Francisco:

- Avoided creating 137,000 tons of methane gas, which the Environmental Protection Agency reports is 21 times more potent than CO2 as a greenhouse gas.

- Sequestered, or put back into the soil, 18,400 metric tons of CO2. That is the equivalent of keeping nearly 3,600 cars off the road.

- Created a total CO2E benefit (methane avoided and carbon sequestered) of 155,000 tons. That's equal to reforesting 35 square miles of sustainable forest for 23 years or offsetting emissions from all vehicles crossing the Bay Bridge for 311 days.



See **SAN FRANCISCO**, Page 5

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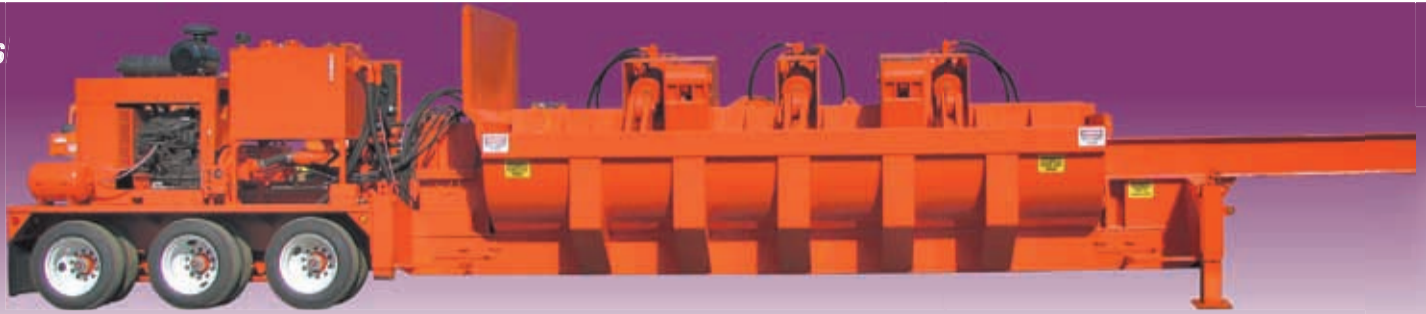
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West Virginia 2011 REAP Recycling Grants awarded

West Virginia Department of Environmental Protection awarded grants worth over \$1.55 million to 36 recipients through the REAP (Rehabilitation Environmental Action Plan) Recycling Assistance Grants program.

Grants were awarded to state solid waste authorities, county commissions, municipalities, private industries and nonprofit organizations.

Funding for the Recycling Assistance Program is generated through the \$1 assessment fee per ton of solid waste disposed at in-state landfills.

Following are some of the grant recipients:

•AW Recycling – \$30,000 – To purchase a used recycling truck for the ongoing recycling operation.

•Berkeley County Solid Waste Authority – \$98,000 – To purchase a fork lift, road trailers and safety dock plates for e-cycling and recycling center upgrades for the ongoing countywide program.

•Village of Beech Bottom – \$9,800 – To purchase a receptacle trailer for the recycling program.

•Adams Trucking and Supply \$75,000 – To purchase a glass recycling system for a new recycling operation.

•Eaves Recycling – \$50,000 – To assist with the purchase of a granulator for the recycling operation.

•Goodwill Industries of KYOWVA – \$67,899 – To purchase a rollback truck and commercial recycling containers for the current collection program.

•Town of Fayetteville – \$66,500 – To purchase a new truck, down stroke baler and provide support for the ongoing program.

•Clarksburg Scrap Metals – \$18,050 – To purchase a shear and wire stripper and provide support for the current recycling operation.

•Jackson County Solid Waste Authority – \$135,000 – To purchase a recycling trailer and conveyor, to assist with personnel and provide support for the ongoing countywide program.

•City of Charleston – \$102,770 – To purchase a recycling vehicle and provide support for the current citywide program.

•Recycling Coalition of WV – \$42,500 – To assist with America Recycles Day.

•Lincoln County Solid Waste Authority – \$25,500 – To assist with personnel and provide support for the ongoing countywide program.

•City of Bluefield – \$11,938 – To assist with personnel and provide support for the ongoing citywide program.

•Harold's Refuse Removal – \$33,055 – To purchase a lift trailer, dumping bin and roll-off boxes and to provide support for the current recycling operation.

RockTenn to acquire Smurfit-Stone

RockTenn and Smurfit-Stone Container Corporation announced that the boards of directors of both companies have approved a definitive agreement under which Smurfit-Stone will become a wholly-owned subsidiary of RockTenn.

The aggregate consideration, consisting of 50 percent cash and 50 percent RockTenn stock, is valued at \$35 per share of Smurfit-Stone common stock, and represents a 27 percent premium to Smurfit-Stone's closing stock price on January 21, 2011. The aggregate equity value of the transaction, based on the closing price of RockTenn's common stock on January 21, 2011, is approximately \$3.5 billion.

This transaction, unanimously approved by the boards of directors of both companies, will create a \$9 billion leader in the North American paperboard packaging market. Upon closing, RockTenn will maintain its headquarters in Norcross, Georgia.

Smurfit-Stone has manufacturing mill capacity of 7.0 million tons, and when combined, RockTenn will have 9.4 million

tons of total production capacity, including 7.5 million tons of mill production in the attractive containerboard market.

Smurfit-Stone will become a wholly owned subsidiary of RockTenn. For each share of Smurfit-Stone common stock, Smurfit-Stone stockholders will be entitled to receive 0.30605 shares of RockTenn common stock and \$17.50 in cash, representing 50 percent cash and 50 percent stock. The aggregate consideration is \$35 per Smurfit-Stone common share. The consideration represents a 27 percent premium to Smurfit-Stone's closing stock price on January 21, 2011.

The aggregate purchase price being paid for Smurfit-Stone's equity in the transaction is approximately \$3.5 billion, consisting of approximately \$1.8 billion of cash and the issuance of 30.9 million shares of RockTenn common stock. Following the acquisition, RockTenn shareholders will own approximately 56 percent and Smurfit-Stone shareholders will own 44 percent of the combined company.

In addition to the equity consideration, RockTenn will assume Smurfit-Stone's net debt and pension liabilities. As of December 31, 2010 Smurfit-Stone's net debt was \$0.7 billion and its pension liabilities were \$1.1 billion (\$0.7 billion after-tax). RockTenn has received \$3.7 billion in committed bank financing from Wells Fargo Bank N.A., Rabobank and SunTrust Bank to finance the cash portion of the transaction, to refinance existing debt and to provide liquidity for the combined operations.

The purchase price, including Smurfit-Stone's net debt and after-tax pension liability as of December 31, 2010, represents a multiple of 6.1x Smurfit-Stone's annualized adjusted EBITDA of \$820 million for the three months ended December 31, 2010.

The transaction is expected to close in the second calendar quarter of 2011 and is subject to customary closing conditions, regulatory approvals, as well as approval by both RockTenn and Smurfit-Stone stockholders.

Governor grants \$18 million

Pennsylvania Governor Edward G. Rendell said Pennsylvania communities collected a record 5.48 million tons of recyclable materials in 2008, demonstrating that the state continues to make great strides to improve recycling opportunities.

The Governor said Pennsylvania supports communities that recycle because of its environmental and economic benefits. He announced more than \$17.8 million in grants to help 478 communities in 58 counties continue their recycling programs. The grant totals were based on the amount of materials recycled and the recycling participation rate in 2008.

Recycling has continued to expand in Pennsylvania. The total amount collected in 2008 for recycling was 1.5 million tons greater than in 2002.

"Today, more than 11.6 million state residents, or 94 percent of the population, have access to recycling," Governor Rendell said. "The grants we're announcing are an important part of ensuring those programs can continue and they provide an incentive for communities to expand their programs when possible."

The grants the Governor announced were made possible through the Recycling Performance Grant Program. Act 101 initiated statewide recycling in 1988, which requires Pennsylvania's communities with certain populations to offer recycling programs.

By recycling, Pennsylvanians have saved almost 98 trillion British Thermal Units of energy each year, which reduces carbon dioxide emissions by more than 2.5 million metric tons per year – the equivalent of shutting down 3 large coal-fired power plants or removing 1.7 million vehicles from the road for a year.

The materials Pennsylvanians recycle support more than 3,800 businesses and organizations. Those businesses and organizations account for more than \$20.6 billion in gross annual sales and provided jobs for more than 52,000 employees at an annual payroll of approximately \$2.2 billion.

The legislature overwhelmingly approved and the Governor signed Act 24 earlier this year to ensure the existing \$2-per-ton fee on all waste disposed at municipal waste landfills is extended through January 1, 2020.

Additionally, the Governor last month signed Act 108, which creates a recycling program for electronic waste items such as televisions, computers and other electronic equipment. The program will be funded by electronic manufacturers and will prevent polluting from toxic substances.

Fox Petroleum finalizes Mexican joint venture

Fox Petroleum, Inc. is finalizing a joint venture to create Recycling Compania de T.G. for the creation of a new recycling subsidiary to be located in the state of Chiapas in southern Mexico.

The company expects that this initial Mexican subsidiary once fully completed will produce up to 10 million dollars of revenue per year.

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For a complete list of the grantees, view this article on www.AmericanRecycler.com.

New England shipyards cited for violations

Two New England shipyards, one in Massachusetts and one in Rhode Island, will pay penalties to settle claims by the United States Environmental Protection Agency (EPA) that they violated federal environmental laws.

Rose's Oil Service, a shipyard and fuel oil distributor in Gloucester, Massachusetts, will pay \$130,000 to resolve claims it violated federal water and oil pollution prevention laws. Under the settlement agreement between Rose's Oil and EPA's New England office, EPA alleges the company discharged pressure wash water and stormwater without authorization under the Clean Water Act. Rose's Oil also failed to prepare a facility response plan and an adequate spill prevention, control, and countermeasure plan in violation of federal oil pollution regulations.

Promet Marine Services, which builds, repairs and retrofits vessels in Providence, will pay \$290,000 to settle claims by EPA that it violated federal clean air and clean water laws. According to EPA, Promet's use of paints exceeded volatile organic compound and hazardous air pollutant limits of the Clean Air Act. Promet violated the Clean Water Act through the unauthorized discharge of contaminated pressure wash water into the Providence River, EPA said.

Rose's Oil Service builds and repairs vessels, and performs pressure washing, sanding, painting, metal working, welding and machining. Rose's Oil has a total oil storage capacity of about 160,000 gallons. After EPA inspected the company, Rose's Oil promptly came into compliance with federal law by eliminating process water discharges from entering Gloucester Harbor and by applying for required permits. Rose's Oil also developed the necessary spill response plans. Under the settlement with EPA, the company will pay \$98,000 for water-related violations and \$32,000 for oil storage violations.

Both settlements include a certification by the shipyards that they are now complying with all requirements.

EPA proposes two actions to improve New Mexico's environment

The Environmental Protection Agency (EPA) took two major actions that will bring significant environmental benefits to the people of New Mexico.

In the first action, EPA announced a \$500 million cleanup plan for the Molycorp Superfund site near Questa. In the second action, EPA announced a clean air plan which will significantly protect public health and improve visibility by reducing pollution at a San Juan County power plant.

EPA's first action is the cleanup plan, formally known as a Record of Decision (ROD), for the Molycorp, Inc., site. The Superfund site is owned by Chevron Mining Inc. (CMI).

The remedy selected by EPA includes the excavation of contaminated soil and waste rocks, interception of water draining from waste rock piles at the mine site, underground mine dewatering and water treatment, covering contaminated material at the tailings facility, and treating ground water at the tailings facility.

EPA estimates the clean-up will cost over \$500 million and could reach \$800 million. Chevron Mining Inc. is expected to carry out the clean-up. The site includes an operational mine and

milling facility, a tailing facility and a tailing pipeline running from the mill to the tailing facility. Contaminated material from the Molycorp site includes about 328 million tons of acid-generating waste rock, over 100 million tons of tailing, and acid-rock drainage at the mine and seepage at the tailing facility. The site is near Questa, New Mexico.

EPA's second action is the Federal Implementation Plan proposed under the Clean Air Act for the San Juan Generating Station power plant which will significantly reduce harmful emissions and improve visibility and respiratory health for the surrounding area.

The plant's operators will be required to install the best pollution-control technology available for this type of facility, which uses four coal-fired generating units. The controls are expected to reduce emissions of nitrogen oxides (NOx) by approximately 83 percent.

In addition to public health benefits, the reduced nitrogen oxides emissions will also help improve visibility in the area by about 65 percent and decrease by over 80 percent the numbers of days the plant causes noticeable visibility impairment.

Plastic ocean

■Continued from Page 1

Northern Hemisphere," said Marcus Eriksen, Ph.D., co-founder of the 5 Gyres Institute. The 5 Gyres crew, along with their collaborators at the Algalita Marine Research Foundation (AMRF), have previously discovered plastic pollution in the North Atlantic, North Pacific and Indian Ocean.

Sailing 4,100 miles in one month, 5 Gyres researchers collected 67 samples from the ocean's surface. "Every sample contained small fragments of plastic,"

said Anna Cummins, 5 Gyres co-founder. And, as the crew neared the Southern Atlantic gyre, a vortex where the detritus accumulates, "we counted hundreds of large floating objects, including fishing buoys, nets, buckets, crates, water bottles and construction hard hats."

The problem elicits public outcry to clean up the mess, but these researchers point out that there are no well-defined plastic patches or islands to gather, and that the fragmented plastic pollution is distributed globally.

"The garbage patches we discover are highly diffuse, perhaps a little more than a handful of plastic particles scattered over a football field," Eriksen says. "But there are 315 million-square kilometers of ocean surface in the world, so there are billions of these football fields. Do the math, the product is staggering. Practical solutions begin on land with improved recovery systems and better product stewardship where producers factor in the true environmental cost of their products."

Crew member Chelsea Rochman, a UC Davis Ph.D student, will analyze more than 80 fish collected on the voyage for the presence of persistent organic pollutants (POPs) to investigate whether humans are being harmed by eating fish that have ingested plastic debris contaminated with these pollutants.

In 2011, the 5 Gyres Institute will investigate plastic marine pollution in the South Pacific Gyre, another subtropical gyre unstudied to date.



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EPA needs more time on boiler and incinerator rules

Under intensifying fire from industry, the United States Environmental Protection Agency (EPA) has asked a federal court for more time to finalize its regulation of emissions from boilers and solid waste incinerators.

The EPA said it asked the United States District Court for the District of Columbia for permission to issue the rules by April 2012.

Currently, it is under a court order to issue the rules by next month. Recent analysis earlier this month by the Department of Commerce (DOC) predicts job losses of 40,000 to 60,000 per year stemming from prohibitively high costs of compliance with the rule as proposed. The DOC report said facility closures and a decline in the international competitiveness of United States goods would be responsible.

The boiler rule, which is intended to cut emissions of mercury, soot and other pollutants that it says are linked with developmental disabilities in children, asthma and heart attacks, sets maximum achievable control technology (MACT) requirements to reduce air toxics emissions from boilers that are large enough to qualify as "major sources" of air toxics as required under the Clean Air Act.

The boiler MACT proposal is part of a suite of rules to control emissions from boilers, including an air toxics rule for smaller "area" sources of emissions, an air toxics rule for incinerators, and rule that defines solid waste to determine whether sources are subject to boiler rules or more stringent incinerator rules. Following complaints from members of Congress as well as several industry groups, the EPA recently offered concessions including "subcategorizing" boilers to a set of varying air toxics standards depending on the type of boiler.

Businesses recycling survey results released

American businesses are looking for affordable and flexible options when it comes to recycling, according to results from a national survey conducted by an independent third-party, AJR & Partners, on behalf of AERC Recycling Solutions. The research will help to determine how to improve business-recycling rates in the United States.

The 2010 AERC How & Why Businesses Recycle Survey tracked two types of companies – those that recycle and those that do not. Of the 600 completed surveys, results indicated that 90 percent of American businesses practice some form of recycling and 10 percent do not. Fifteen industries including manufacturing, electronics, software, medical services, finance, insurance, real estate, education, retail and public administration were represented by survey participants from all over the country. More than two-thirds of all survey respondents had annual revenue under \$25 million and 20 percent under \$1 million.

Companies that do recycle and those that currently do not are both looking for affordable solutions and more options in order to start or increase recycling efforts. Surveyed companies are not aware of how their information is being destroyed, if it is being destroyed. Key findings include:

- Ninety percent of firms either don't know how their data is destroyed or have insufficient data destruction practices for protecting their organization from data leaks or hackers retrieving sensitive information.

- The top three recycled waste streams with over 80 percent rates of recycling are batteries, electronic waste and lamps.

- Slightly more than half (51 percent) of firms that do not recycle say their customers, vendors and employees want them to recycle, but the primary reasons for not having a recycling program in place (for

72 percent of companies) is lack of options or it's too costly.

- Of the firms that do recycle, 45 percent say that their cost of doing business has decreased by having a recycling program through lower insurance premiums or reduced liability risks for the company.

- Having additional options in recycling programs is a factor in deciding if surveyed firms recycle or increase their recycling rates.

- About 40 percent of all companies report a need for more access to recycling options.

More than two-thirds (72 percent) of the companies that do not recycle say that it is either too costly to recycle or they do not have available options in their geographic region. One-third of the companies say they do not recycle because there is no law mandating it.

Slightly more than half say their customers, vendors and employees want them to recycle, but the options are not there for them to meet those demands. A full 10 percent of firms not recycling say they have no interest in recycling.

Nearly all firms that currently recycle are genuinely concerned about the environment and conserving natural resources as well as being in full compliance with regulatory and industry practices. About 45 percent say that recycling actually reduces their cost of doing business by paying lowered insurance premiums or reducing liability risks. The top three obstacles to increasing recycling are:

- Space limitations for containers
- Inconvenience of sorting materials
- Cost

In order to increase recycling rates, more than one-third (35 percent) of firms that recycle say that more training is needed to implement recycling programs for different types of waste streams.

Modernization of NY recycling plant approved

Brookfield Resource Management, a recycling company serving the New York and Chicago metropolitan markets, recently received site-plan approval for planned improvements at its Cortlandt, New York, recycling facility.

The approved site work includes significant re-grading for improved traffic flow, the introduction of impervious surfaces for environmentally sound operations, the build-out of a stormwater control system and improved fencing and landscaping along the property line to alleviate any potential visual impacts. The Montrose plant has been operating as a scrap metal recycling facility since early 2009.

Brookfield has made significant investments at the Cortlandt recycling facility, including the land purchase, cleanup costs and site improvements. The nine-acre Cortlandt facility will eventually employ ten people.

Brookfield purchased the Cortlandt location in February 2009 to expand its service area into Putnam County and southern Dutchess County. The facility provides a safe and reliable way for companies and individuals to recycle end-of-life vehicles, appliances, metals and other recyclable materials.

After a quarrel, a wife said to her husband, "I was a total fool when I married you!"

And the husband replied, "Yes, dear, but I was in love and didn't notice it."

San Francisco

■Continued from Page 1

These numbers are based on a current, approved protocol set by the Climate Action Reserve. Jared Blumenfeld, director of San Francisco's Department of the Environment, and appointee to head EPA Region 9, said "The reduction in air emissions achieved through the compost program represents real progress and tell us two things. We should compost all our food scraps, and this program should be replicated in many other cities. That would go a long, long way to reducing greenhouse gases."

In addition to reducing air emissions, by placing food scraps in compost collection carts San Francisco residents and businesses help local farms improve soil health and structure, increase drought resistance, and reduce and even eliminate the need for supplemental water, fertilizers and pesticides.

San Francisco is striving to achieve two goals – divert 75 percent of waste from landfill disposal by 2010; and achieve zero waste by 2020. The board

of supervisors approved Mayor Gavin Newsom's call to make recycling and composting mandatory at all properties in the city. That law took effect in October 2010.

Recology, San Francisco's recycling company, announced that city residents and businesses have placed more than 620,000 tons of compostable material,

Approximately 300 cities and universities have begun collecting food scraps for composting.

mostly food scraps, in green carts since the compost collection program started in 1996. While the city is doing a good job of recycling and composting, about 190,000 additional tons of food waste could still be captured and composted each year.

"We should never throw peelings, leftovers, coffee grounds or anything else we can compost in the trash. Instead place all materials that can be composted in a green collection cart; that is a

direct and highly effective way to help protect the environment," said Mike Sangiacomo, Recology CEO.

The potential to further reduce greenhouse gas emissions by continuing to replicate the San Francisco program is tremendous. Last year, according to the Environmental Protection Agency, some 32 million tons of food was thrown into landfills or incinerators, contributing mightily to greenhouse gas emissions.

By using improved systems, modern compost facilities limit and reduce air emissions and aim to preserve as much carbon in the finished compost as possible. Vineyards in Northern California that apply compost made from food scraps collected in San Francisco now use the soil amendment specifically to grow cover crops such as mustard and beans to pull carbon out of the atmosphere and sequester it deep in the soil. "This helps turn farms into carbon sinks," Shaffer said.

More than 200 vineyards and farms in Northern California have applied compost made from food scraps collected in San Francisco.

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Caterpillar facilities achieve zero waste to landfill in 2010

In line with Caterpillar Inc.'s global commitment to sustainable development, two Caterpillar facilities achieved zero waste to landfill in 2010. The Caterpillar Remanufacturing & Components Division United Kingdom Hose Assembly (UKHA) plant in Leicester, England and the Caterpillar Logistics Services (Cat Logistics) Desford, England operations have reached 100 percent recycling in their respective facilities.

"Caterpillar recognizes that providing sustainable solutions starts with having sustainable operations. That's why we've established corporate long-term goals focused on sustainability for all of our operations worldwide," said Caterpillar chairman and CEO, Doug Oberhelman.

The Cat Logistics Desford facility consists of several buildings housing both warehouse operations and administrative offices. It provides a wide range

of logistics services to many different customers and distributes materials worldwide. A global operation of this magnitude generates tons of waste each year, and the facility has had a long-standing recycling program in place. In 2008, a project team set the goal of zero landfill and 100 percent of waste recycled. Implemented in March 2009, the new processes quickly improved recycling percentages to such an extent that on October 2010, the site was able to record one full year of 100 percent recycling.

Cat Logistics Desford facility results include:

- Segregation of waste has increased considerably from an original 6 different streams to more than 30 today and so increasing recycling opportunities.

- Many of the waste streams are now baled/bundled. Baling waste has many advantages including increased weight

per volume and reduced transportation costs. The baling has reduced transportation involved by 50 percent when moving waste off site. The best example is shipping cardboard, which was previously only two tons per vehicle, and baling has increased loads to 22 tons per vehicle – an 11 fold improvement.

- Office waste was originally all collected in a single bin and sent to landfill. The introduction of smaller desktop bins has encouraged everyone to generate less waste, and segregated collection points has ensured all material is recycled.

- Through increased knowledge of the recycling industry, the facility has been able to increase recycling and prepare waste to ensure it can be recycled and the best price obtained.

- A \$183,984 cost saving was realized in the first year following implementation of the new processes.

The Desford facility achievements have been recognized throughout England. It has received the Green Apple Award from The Green Organization and reached the finals of the National Recycling Awards.

The UKHA facility achieved zero landfill by effectively increasing the facility's recycling rate by an additional 25 to 30 percent from previous years.

UKHA project results include:

- A total waste management system was developed to maximize revenues generated from recyclables and to start recycling waste rubber hydraulic hoses.

- A system was created to ensure UKHA reaches and maintains 100 percent facility recycling.

- The environmental metrics reporting procedure was simplified and streamlined.

- A \$15,562 cost savings has been realized since the implementation of the project in September 2009.

Diesel Emissions Reduction Act passed by the House

The Diesel Emissions Reduction Act (DERA) just needs President Obama's signature for the bipartisan legislation to be reauthorized for five more years as the House of Representatives approved DERA by a voice vote.

The Senate had unanimously approved the legislation in December. President Obama is expected to sign the reauthorization into law.

DERA (H.R. 5809) is a five-year reauthorization of the highly-successful program created in 2005 to establish vol-

untary national and state-level grant and loan programs to reduce diesel emissions by upgrading and modernizing older diesel engines and equipment. The bipartisan legislation was introduced on November 18th by Senators George Voinovich (R-OH) and Tom Carper (D-DE) and cosponsored by several of their colleagues including Environment and Public Works Committee Chair Barbara Boxer (D-CA) and Ranking Member James Inhofe (R-OK).

Competition inspires cities to recycle 107 million cans

Novelis, along with the United States Conference of Mayors and national nonprofit Keep America Beautiful (KAB), are committed to increasing the nation's recycling rate with the Cans for Cash: City Recycling Challenge.

Every year, cities compete in a month-long challenge to see which cities collect the most aluminum cans. During the competition held last October, 36 cities collected more than 107 million cans.

Leading the way toward a greener and more sustainable future, Cans for Cash: City Recycling Challenge has collected and recycled more than 793 million aluminum cans since the challenge started in 2004.

"Right now, America recycles just over half of the aluminum cans we produce each year," said Tom Cochran, CEO and Executive Director of the United States Conference of Mayors. "Increasing our aluminum can recycling rate doesn't just generate revenue for cities; it also saves energy and natural resources, and reduces greenhouse gas emissions."

Awards are handed out in three categories: Most Cans Collected, Most Innovative Campaign and Most Innovative Campaign with KAB.

The Cans for Cash challenge is designed to ensure opportunities for smaller-size cities. The Most Cans Collected category is determined by the ratio of the city population to the total pounds of cans recycled. Cities recognized for Most Cans Collected each will receive \$5,000 and are:

First place – Fontana, California, Mayor Acquanetta Warren

Second Place – Milwaukee, Wisconsin, Mayor Tom Barrett

Third Place – Richmond, Indiana, Mayor Sally L. Hutton

Fourth Place – University City, Missouri, Mayor Shelley Welsch

To spur innovation and creativity in local initiatives, four cities received \$5,000 each for originality in public education and awareness campaigns.

First Place – Canfield Village, Ohio, Mayor Bill Kay

Second Place – Bowling Green, Kentucky, Mayor Elaine Walker

Third Place – Hollywood, Florida, Mayor Peter J. M. Bober

Fourth Place – Irvine, California, Mayor Sukhee Kang

The Cans for Cash challenge also recognized creative partnerships between cities and local affiliates of Keep America Beautiful, a national nonprofit organization focused on litter prevention, waste reduction and beautification. The winning cities in this category each received \$5,000, while the associated KAB affiliate received \$2,500.

First Place – Sidney, Nebraska, Mayor Wendall Gaston, "Keep Sidney Beautiful"

Second Place – Mobile, Alabama, Mayor Samuel L. Jones, "Keep Mobile Beautiful, Inc."

Third Place – Brownwood, Texas, Mayor Stephen E. Haynes, "Keep Brownwood Beautiful"

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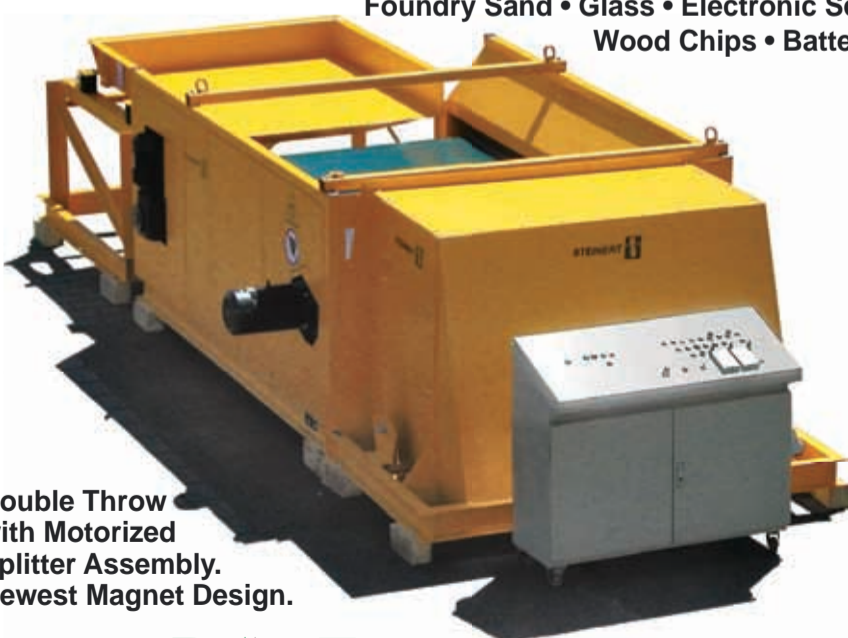
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Modern cruise ships sport photovoltaics installations

United Solar, a manufacturer of light-weight, flexible thin-film solar modules, announced that their Uni-solar® brand photovoltaics have been installed on Royal Caribbean's Allure of the Seas cruise ship.

Royal Caribbean International launched the Allure of the Seas out of Port Everglades in Fort Lauderdale, Florida, with Uni-solar laminates installed by Bam Solar of Miami providing electricity for the ship's shopping district.

"Uni-solar laminates were the only solution that works for such a unique solar application like this," said Andrew Rasken, president of Bam Solar. "We needed lightweight. We needed a solar product that doesn't require surface penetrations, one durable enough that people can walk on, and that will stand up to the rigors of the harsh elements of being at sea."

This project is Bam Solar's second installation of Uni-solar laminates on a Royal Caribbean cruise ship.

"The first Oasis-class ship, Oasis of the Seas, has had such positive feedback for using solar that we knew we had to do it again with our Oasis' sister ship, Allure of the Seas," said Rasmus Norling, Royal Caribbean Cruises Ltd., manager of R&D Environmental Technologies and Environmental Stewardship.



Photovoltaics strong enough to walk on and durable enough to be at sea were installed on the Allure of the Seas cruise ship.

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Used tires

■Continued from Page 1

only used tires, some sell predominately used, but also new tires. Profit margins on used tires can be much higher than on new tires and starting up a used tire business requires minimal capital investment for equipment and inventory. That likely explains the recent proliferation of new used tire shops.

In 2006, RMA looked at 14,000 scrapped passenger car and light truck tires recently brought out of service. Based on that, RMA found that most tires come out of service after three to four years, but no determination was made for tire mileage. Of course, tire mileage greatly depends on the quality of the tire, personal driving style, wheel alignment, tire pressure and other factors. High quality new tires can get over 60,000 miles while cheap ones can get as little as 20,000. Used tire dealers thrive on those drivers who buy quality tires and replace them early to ensure safety,

When an old tire is removed from a vehicle, the transformation of the scrap tire to a used tire typically takes place at the retailer when the hauler, the company that picks up old tires, culls out those tires with enough tread to be sold used. "Just about every hauler goes though and inspects every tire they handle to see if they can pull that tire out of the scrap tire flow and make it into a used tire because they can make a few dollars on it," said Blumenthal.

Retailers pay haulers on a per tire basis to recycle old tires. Prices may range anywhere from \$0.75 cents to \$1.25 per tire depending on volume and other considerations. When used tires arrive at a tire recycler, they undergo additional inspections to qualify for resale. Retailers then buy used tires in bulk lots, usually by the truckload. Tires are usually inspected again and pressure tested when resold by the used tire retailer.

"The market for used tires is typically a function of the economy. From the middle of 2008 up though this year the number of used tires went down because the general driving public has been getting the

maximum number of miles out of their tires. Because people are wearing tires out and because the sales of new vehicles went down the entire replacement market and new tire sales took a hit," said Blumenthal. "Now that the economy is slowly coming back we are expecting a 6 percent increase in new vehicle sales and a 9 to 11 percent increase in replacement tires. The number of used tires available should start to increase in 2011 and 2012. It's not going to be a sudden influx of useable tires, but we will begin to see a trend back to normal purchasing patterns."

Over the past several years, especially since the 2008 financial meltdown the number of used tire retailers and wholesalers has exploded nationally. The growth in retail shops is due to increased demand by the public for a cheaper alternative to buying new tires, which have risen dramatically in price. In turn, this has driven the growth of wholesalers that supply bulk lots. Wholesalers have seen increased demands from domestic and export markets.

Marvin Bozarth, former manager of the International Tire and Rubber Association and now senior technical director for the Tire Industry Association, gave his take on the used tire situation. "There has always been a strong market for used tires. Recently, there's been some static coming out of Europe that used tires should not be sold for safety concerns, but that is not going to happen in this country for many years because it's an important market for many people with lower incomes. When you consider high fuel prices and taxes on vehicles, it's tough on a person making \$10 or \$12 dollars an hour to operate a vehicle. They can't afford new tires. New tire prices have also gone up drastically and they will be going up again shortly because of the shortage of natural rubber and other factors."

"Our business is booming!" said Sam Hawa, owner of Dinosaur Tire and Performance Center and Used Tires Wholesale, both companies based in Fort Lauderdale, Florida. Approximately 60 percent of Hawa's business is used tires. "Without used tires, I would probably be out of business. The used tire business is good. Everybody, it seems, is opening a used tire store. I would say that 3 out of 10 of our wholesale customers are brand new people who just opened a store and they want a truckload or container load of tires." Hawa buys used tires from recyclers and dealers as far north as Canada. "Anyone who offers

tires to me, I buy. Supplies are available, but there's a lot of competition these days.

"Tires we sell at retail are usually 50 percent and above in tread wear," Howa added. His retail used tires are inspected, pressure tested, mounted on rims, balanced and installed on vehicles at prices ranging from as low as \$20 to as high as \$45 dollars per tire.

On the retail side, Howa sells approximately 1,200 used tires per month, but he sells tens of thousands more each month at wholesale prices. For a load of 800 to 900 tires, his wholesale prices range from \$10 to \$12 dollars per tire, dependent on condition. He exports two to three 40 foot containers per month to the Caribbean and ships truckloads throughout the southeast.

In reference to what Hawa attributes his increased sales of used tires to, he stated, "People are broke and they are watching what they are spending."

But not all used tire dealers are prospering. "The past couple of years it's been slow, it stinks," said Chad Pellerin. Pellerin's family operates Arizona Retreader. They have sold used tires in the Phoenix area for over 40 years. Approximately 75 percent of Pellerin's sales are used tires.

"Over the past 3 or 4 years, I would say 40 to 50 new used tire stores have come into the Phoenix market. It seems like there is one popping up on every corner. Within the past two years, three have opened within one mile of me."

Like many western retailers, Arizona Retreader's prime supplier of used inventory comes in truckloads from Lakin Tire, one of the largest tire recycling companies in the country. Lakin operates a nationwide network of agents and a fleet of trucks that pick up waste tires and takes them to its collection plants where they are evaluated, either for shredding and for recycling, or selected and graded as used tires for resale. Large truck and heavy equipment tires may be recycled as casings and sold to retreading companies.

"I try to buy tires that have 50 percent or better of tread. For a single used tire, our average sales price is \$20 to \$30. Mounting, balancing and installation ranges between \$11 and \$20, depending on size. We have a lot of repeat customers. Instead of laying out \$800 for a set of new tires, you can spend half to a quarter of that for used," Pellerin concluded.

A good used tire from a quality manufacturer may actually last longer and be safer than some of the new, cheap tires being sold.

Financial Fundamentals

by DADE Capital Corp.

Buy equipment now to optimize new tax benefits

On December 17, 2010 President Obama signed into law the Tax Relief, Unemployment Reauthorization, and Job Creation Act of 2010. While the media has focused most of its attention on the fact that the Act extends unemployment benefits and the Bush-era tax cuts, it should be noted that it also includes some business investment incentives that may save you significant money on your company's tax bill for 2011. As always, we strongly urge that you consult with your accountant before making any decision that may impact your tax liability.

Section 179 Equipment Expense Deduction

Previous legislation allowed small businesses to deduct up to \$500,000 in new or used equipment purchases for the tax years beginning in 2010 and 2011. That legislation lowered the deduction to \$25,000 for tax years beginning in 2012. The 2010 Act maintains the \$500,000 deduction for 2010 and 2011 and increases the expensed amount from \$25,000 to \$125,000 for 2012. Taxable years beginning after 2012 will see the Section 179 deduction reduced to \$25,000.

100 Percent Bonus Depreciation for 2011

The current 50 percent bonus depreciation for new equipment purchases was set to expire December 31, 2010. The Act extends the 50 percent bonus depreciation through the end of 2012. In addition, the Act allows small businesses to elect to

take 100 percent bonus depreciation on new equipment put into service after September 8, 2010 and before January 1, 2012. New equipment that you purchase in taxable year 2012 will be eligible for 50 percent bonus depreciation.

The Section 179 and bonus depreciation deductions can be used together. For example, if you spend \$800,000 on equipment for 2011 you can expense \$500,000 in equipment purchases and fully depreciate the remaining \$300,000 (as long as you purchased at least \$300,000 in new equipment). If you're in a 35 percent tax bracket, this will save you \$280,000 in taxes for 2011.

Is there a benefit to taking the 100 percent bonus depreciation over the Section 179 deduction? This again is a question that you should discuss thoroughly with your accountant. While the Section 179 deduction is limited to \$500,000, there is no limit to the amount of the bonus depreciation. If you were profitable in 2009 or 2010 or both and paid taxes, there may be a benefit to taking the bonus depreciation. Consider that if the amount of the bonus depreciation exceeds your profits you may elect to report a net operating loss (NOL) for taxable year 2011. A NOL can be carried back over the last two taxable years. This would result in an immediate tax refund for the prior years.

Spend some time speaking with your accountant about these incentives. Based on their advice 2011 may be a great year to purchase equipment.



Financial Fundamentals is a column written by DADE Capital Corp., which has been providing financing to the salvage, recycling and waste industries for over 20 years. They can be reached for questions or comments at 800-823-9688 or visit their website at www.DADECapital.com.

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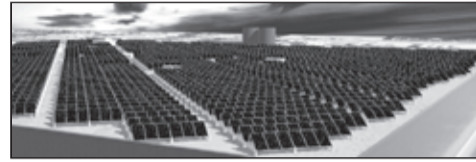


ALTERNATIVE ENERGY

Recycling company adds rooftop solar energy park

Waxman Industrial Services Ltd., a full service recycling company, announced they will be installing a 500kW solar energy park on the flat roof of their 87,000 sq. ft. industrial facility, located in Burlington, Ontario.

In 2009, Waxman launched an aggressive green initiative program named Scrap Cares. The Scrap Cares program entails the company's direct involvement in the recycling process every step of the way, from collecting old items, to processing and distributing reusable raw materials. The hands-on approach has become so successful, that it has propelled Waxman Industrial into becoming the fastest growing company of its kind in the nation.



The rooftop solar energy park will be financed, built and operated by Atlantic Wind & Solar Inc. and the electricity generated will be sold directly into the Ontario hydro grid.

The solar energy system, scheduled for construction in Spring 2011, will generate enough clean energy to power approximately 100 local homes, and will offset 500 tons of harmful CO2 from being released into the environment every year.

Veolia Energy constructs its first US gas-to-energy facility

Veolia Energy North America announced its first landfill gas-to-energy project (LFGTE) in the United States at the Veolia Environmental Services North America Hickory Meadows landfill in eastern Wisconsin. The project, slated to commence operation in early summer 2011, will have the initial capacity to generate 42,000 megawatt hours (MWh) of electricity per year.

Once complete, the 4.8-megawatt (MW) electrical generation facility will include 3 landfill reciprocating engine generator sets with a capacity of 1.6 MW each, fueled exclusively by the landfill gas. Landfill gas will be captured and sent via the landfill's existing gas collection system to the conversion facility.

Veolia Energy has entered into a power purchase agreement with Wisconsin Public Service (WPS), the primary electricity and gas provider for northeastern Wisconsin residents. Upon completion, WPS will purchase all of the power generated by the plant, along with the associated Renewable Energy Credits.

As part of the 2005 Wisconsin Act 141, Wisconsin established a standard requiring utilities to meet a gradually increasing percentage of retail sales with qualified renewable sources with the goal of providing 10 percent of the state's retail energy needs from renewable resources by 2015. Landfill gas qualifies as an eligible resource under Wisconsin's standard.

Forsite, FCR Recycling partner to develop recycled fuel facility

Forsite Development announced that it will team with FCR Recycling and its community energy solution approach for the design and operation of a \$30 million dollar "Recycled Fuel" facility that will vastly improve Mecklenburg County's recycling rates and transform non recycling recoverable waste into a fuel that can be utilized to create renewable electricity.

This recycled fuel will be used to power the proposed 30-megawatt renewable energy biomass power plant to be developed at ReVenture Park. The 667-acre eco-industrial park is being developed on the former Clariant Corp. chemical plant site in western Mecklenburg County.

The recycled fuel will be created by processing waste through a state of the art system that will maximize the recovery of recyclables, and eliminate materials that can cause air pollution during energy conversion, like PVC, electronics and batteries. The processing system will further optimize the physical and chemical characteristics of the fuel with FCR's proprietary engineered fuel technologies, and densify it into a renewable fuel.

Forsite president, Tom McKittrick, stated, "The utilization of recycled fuel as our feedstock is the single greatest difference between our project and a conventional waste-to-energy plant that burns raw garbage. We are laser focused on ensuring that our project is environmentally responsible and does not contribute to air pollution."

The project will likely be developed at the closed Statesville Avenue Landfill site. Beyond the significant new investment, the project will also create more than 100 new jobs in the County and is slated to be operational April of 2012. The facility will dramatically increase Mecklenburg County's recycling rate, and divert approximately 340,000 tons of waste annually from local landfills. Over the life of the project, the amount of trash diverted would be enough to completely fill Bank of America Stadium.

The recycled fuel process will represent a significant stride towards zero waste. The aggressive recycling recovery part of this project will not only harvest hundreds of thousands of tons of renewable resources, it will insure Mecklenburg County is fully compliant with the North Carolina laws which bans bottles and cans from landfills and dramatically improves the environmental footprint of the county.

Project facts:
 • Combined with Mecklenburg County's single stream recycling efforts, the project is likely to push the County

residential recycling rate to greater than 35 percent and landfill diversion rate to levels in excess of 65 percent.

•The project will offset more than 250,000 metric tons of CO2 equivalent emissions annually by recovering additional recyclables from the waste stream.

•The recycled fuel created from the project will produce enough green electricity to power more than 30,000 homes each year.

•The processing facility is expected to create more than 100 new jobs and \$5,000,000 annually in new tax base.

•Additionally, the process will offset more than 95,000 metric tons of CO2 equivalent emissions annually by replacing coal to produce base load power.



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AUTOMOTIVE

Ford Transit Connect taxis to hit the streets of Chicago powered with natural gas

PHOTO COURTESY OF FORD MOTOR COMPANY



Ford Transit Connect Taxis will begin winding through the streets of the Windy City in March when a fleet of the alternative-fuel vehicles joins Yellow Cab Chicago.

Taxi Medallion Management purchased the 12 clean-burning compressed natural gas (CNG) Transit Connect Taxis for its fleet. The cabs will be affiliated with Yellow Cab Chicago and bear the company's logo and color.

The purchase is part of the company's goal of reducing emissions by 25 percent, said Michael Levine, CEO of Taxi Medallion Management. According to the United States Environmental Protection Agency (EPA), CNG is less expensive and burns cleaner than gasoline, resulting in 30 to 40 percent less greenhouse gas emissions.

"We are adding vehicles with more fuel-efficient gasoline engines, as well as vehicles with alternative-fuel sources, to find a vehicle mix that best suits our customers, our drivers, the city at large and the environment," said Levine.

The Ford dealership, Packey Webb Ford, of Downers Grove, Illinois, will deliver the taxi units to Taxi Medallion Management with an engine preparation package for conversion to CNG.

Since introduced as a production vehicle last year, Transit Connect Taxi is gaining interest from taxi operators around the country. The first taxi was delivered to Boston Cab Dispatch in December 2010.

"During product development of this vehicle, we visited cities across the United States speaking with taxi owners, operators, drivers and city officials on the key product attributes they wanted in a taxi," said Gerald Koss, Ford Fleet marketing manager. "Of course reliability and durability were key, but fuel-efficient powertrains and sustainable solutions also were high on their lists."

The Transit Connect Taxi package adds comfort for the passenger with a repositioned second-row seat for more legroom, grab handles and a rear ventilation system with passenger controls. For the driver, in addition to the comfortable driving environment, new features include rear view camera and back-up sensor,

heavy-duty battery and wiring block connector to power upfitted accessories. The taxis have a 39 foot turning radius that provides excellent driving dynamics and takes the hassle out of tight spots.

The standard Ford Transit Connect – 2010 North American Truck of the Year – features a 2.0-liter I-4 engine that gets EPA-estimated 21 mpg city and 26 mpg highway, an estimated 30 percent improvement in fuel economy compared with traditional taxis.

In addition to CNG, Transit Connect Taxi is available with an engine preparation package for conversion to liquefied propane gas (LPG). Both CNG and LPG lower taxi fleets' operating costs and are better for the environment.

During its first full year of production, 27,405 Transit Connect vehicles were sold in the United States. Demand for Transit Connect continues to grow as evidenced by the 41 percent year-over-year increase in sales for December 2010.

In addition, several organizations with large fleets purchased Transit Connects including Best Buy, Edible Arrangements, ThyssenKrupp Elevator and DTE Energy.

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METALS

Imports decline in November

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS BY COUNTRY OF ORIGIN (Thousands of Net Tons)					
	NOV 2010	OCT 2010	2010 Annual (est)	2009 Annual	% Change 2010 Annual vs. 2009
SOUTH KOREA	153	202	2,014	1,323	52.2%
JAPAN	103	121	1,334	981	36.0%
GERMANY	69	81	887	495	79.4%
CHINA	70	57	866	1,463	-40.8%
INDIA	46	72	748	581	28.8%
TURKEY	37	30	612	492	24.6%
TAIWAN	52	50	541	371	46.0%
All Others	966	973	11,924	8,474	40.7%
TOTAL	1,495	1,586	18,927	14,179	33.5%

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the United States imported a total of 1,784,000 net tons (NT) of steel in November, including 1,495,000 NT of finished steel (down 5 percent and 6 percent, respectively, from October final data).

Since a year-high finished steel import share of 24 percent in July, import market share has continued to remain above 20 percent.

For the year-to-date, finished steel import market share is 21 percent. In the first 11 months of 2010, total and finished steel imports are up 49 percent and 33 percent, respectively, compared to the same period last year.

Key finished steel products with significant import increases in November 2010 compared to October include hot rolled sheets (up 23 percent) and wire rods (up 14 percent). Many finished steel products have registered large year-to-date import increases in 2010 versus the same period last year, including wire rods (up 87 percent) and hot rolled bars (up 61 percent).

In November, the largest volumes of finished steel imports from offshore were from South Korea (153,000, down 24 percent), Japan (103,000 NT, down 15 percent), Germany (69,000 down 16 percent) and China (70,000 NT, up 23 percent).

Utilities in Georgia increase reward for copper theft details

In the wake of increased copper thefts, Georgia's electric utilities are offering up to \$3,000 for information leading to the arrest and conviction of individuals involved in the theft of copper and other metals from their property.

Copper thefts from substations, utility poles and lines continue to be a growing problem and public safety issue. The thefts threaten the reliability of the electric system and could cause power outages in some cases. In addition, damaged lines pose a danger of electrocution to anyone in the area, including utility workers.

These crimes affect many businesses throughout the state and their ability to provide essential services. Utilities are aggressively working with law enforcement agencies and scrap recyclers to apprehend the perpetrators. This increased reward is one tool to encourage the public's assistance.

Details such as a tag number, a physical description of a person or a car could be especially helpful. Anyone

who observes suspicious activity around an electric substation or other utility facility is asked to contact the statewide copper theft hotline at 1-877-732-8717. If a theft is in progress, the witness should notify 911 first, then call the hotline.

In February 2009 utilities began offering \$500 for information leading to the arrest and conviction of anyone associated with copper thefts. Officials hope the increased reward will encourage members of the public to come forward with valuable information.

Up to \$3,000 will be paid to anyone who furnishes information that leads directly to the arrest and conviction of someone involved in metals theft from a utility property in Georgia.

The reward is being offered by Dalton Utilities, Electric Cities of Georgia, 42 electric membership cooperatives (EMCs), Georgia EMC, Georgia Power, Georgia Transmission Corp. and Municipal Electric Authority of Georgia.

Mechel OAO to open two new representative offices

Mechel OAO, a Russian mining and metals companies, announced that the board of directors has decided to open official representative offices in

the Southern Federal District and the Amur Region.

Sergei M. Nazarov was appointed head of the representative office in the Southern Federal District.

The new representative office will allow for more efficient management of the Mechel group's assets in the Southern Federal District, as well as prompt reaction to the region's needs in its intensive development in view of the 2014 Winter Olympics at Sochi and the 2018 World Football Championship, which will be held partly in the Southern District (the cities of Krasnodar, Rostov-on-Don and Sochi).

Oleg V. Burkov was appointed head of the representative office in the Amur Region.


The representative office will provide more efficient assistance to the Mechel group's enterprises in constructing and exploiting the Elga Coal Complex, as well as actual data on several major federal projects, such as construction of the Vostochny cosmodrome, modernization of the Trans-Siberian Railway and the Baykal-Amur Railroad's northern latitudinal passage.

The functions of both representative offices will include establishing and maintaining contacts with government authorities and business community of the Southern Federal District and the Amur Region respectively, representation of Mechel group's interests, strengthening cooperation with Mechel's partners and establishing new relations to ensure expansion of the group's activities.

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MADE IN AMERICA

METALS

Finished steel import permit tons up 33 percent in 2010

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of December totaled 1,814,000 net tons (NT).

This was a 0.4 percent decrease from the 1,808,000 permit tons recorded in November and a 2 percent increase from the November preliminary imports total of 1,784,000 NT.

Import permit tonnage for finished steel in December was 1,445,000 NT, down 3 percent from the preliminary imports total of 1,495,000 NT in November. Total and finished steel import permit tons for full-year 2010 were 23,870,000 NT and 18,795,000 NT, up 47 percent and 33 percent, respectively, from the 16,215,000 NT and 14,179,000 NT imported in the recession year of 2009.

Schnitzer Steel reports first quarter revenues up 71 percent

Schnitzer Steel Industries, Inc. reported diluted earnings per share from continuing operations of \$0.64 for its fiscal 2011 first quarter ended November 30, 2010. This compares with diluted earnings per share from continuing operations of \$0.23 during the first quarter of fiscal 2010.

For the first quarter of fiscal year 2011, Schnitzer reported record first quarter revenues of \$675 million, compared to \$394 million in the first quarter of fiscal year 2010.

"We generated significant momentum during the first quarter of our fiscal year due to the strong global demand for recycled metals," said Tamara Lundgren,

president and chief executive officer. "As our record first quarter revenues demonstrate, global demand continues to drive prices and volumes higher," said Lundgren. "Asian economies have maintained steady demand due to strong infrastructure spending, and China's recent announcement of its new five year plan suggests increased purchases of recycled metals due to the environmental and economic benefits. We also anticipate stronger demand in the domestic markets in the new year due to inventory replenishment and a slowly improving domestic economy. We believe all these favorable dynamics signal strong long-term demand for our products."

Nucor increases cash dividend

The board of directors of Nucor Corporation increased the regular quarterly cash dividend on Nucor's common stock to \$0.3625 per share from \$0.36 per share. This cash dividend is payable on February 11, 2011 to stockholders of record on

December 31, 2010, and is Nucor's 151st consecutive quarterly cash dividend.

Nucor has increased its regular, or base, dividend for 38 consecutive years - every year since it first began paying dividends in 1973.

Commercial Metals reports income of \$0.7 million

Commercial Metals Company reported net income of \$0.7 million or \$0.01 per diluted share on net sales of \$1.8 billion for the quarter ended November 30, 2010. This compares with a net loss of \$31.2 million or \$0.28 per share on net sales of \$1.4 billion for the first quarter of last year. The period's results included pre-tax LIFO expense of \$5.7 million or after tax \$0.03 per share. This compares with pre-tax LIFO income of \$17.3 million or after tax \$0.10 per share in last year's first quarter. At quarter end, the LIFO reserve totaled \$236 million.

The quarter has a disproportionately high effective tax rate. Losses in Croatia are not tax benefitted as the company may not be able to use them in the allowed carry forward period. The tax rate on all operations, excluding Croatia, is only 27 percent, but is applied against pre-tax income after adding back the Croatian loss, resulting in the higher rate.

The Americas Recycling segment had an adjusted operating profit of \$8.2 million (including pre-tax LIFO expense of \$2.2 million) compared to the prior year's first quarter \$1.2 million loss, with negligible LIFO effect. The increase in profitability was volume related as purchase prices moved in line

with sales pricing. Shredded ferrous scrap prices rose, fell, and recovered during the quarter, continuing the general upward trend in pricing that began in December 2009 and has kept benchmark pricing levels above \$300 a ton for every month of calendar 2010.

Export demand has been fairly constant with Turkish demand supplanting China; domestic mills appear to have underestimated steel demand, requiring more purchases late in the quarter. Non-ferrous pricing (copper and aluminum) had steady increases throughout the quarter with a small pullback at quarter end. Chinese copper demand remains strong, but the segment also shipped significant quantities to Europe. The average ferrous scrap sales price for the first quarter was \$284 per short ton, a 38 percent increase over the prior year first quarter. Average nonferrous scrap pricing was \$2,944 per short ton, up 25 percent from the first quarter of last year. Shipments of ferrous scrap totaled 495 thousand tons, an increase of 24 percent from the first quarter of last year. Non-ferrous scrap shipments totaled 63 thousand tons, 19 percent higher than last year. The segment exported 8 percent of its ferrous scrap tonnage and 37 percent of its nonferrous scrap tonnage during the quarter.

Indifference will be the downfall of mankind, but who cares?




Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$360.00	\$349.00	\$360.00	\$470.00	\$490.00
#1 Bundles	per gross ton	360.00	349.00	360.00	470.00	489.00
Plate and Structural	per gross ton	395.00	347.00	470.00	460.00	470.00
#1 & 2 Mixed Steel	per gross ton	350.00	380.00	365.00	435.00	435.00
Shredder Bundles (tin)	per gross ton	300.00	315.00	305.00	360.00	335.00
Crushed Auto Bodies	per gross ton	300.00	315.00	305.00	360.00	335.00
Steel Turnings	per pound	185.00	165.00	215.00	325.00	300.00
#1 Copper	per pound	3.65	3.50	3.73	3.89	3.91
#2 Copper	per pound	3.53	3.40	3.53	3.59	3.70
Aluminum Cans	per pound	.76	.74	.78	.76	.89
Auto Radiators	per pound	1.85	1.98	1.95	2.01	2.15
Aluminum Core Radiators	per pound	.69	.67	.66	.78	.79
Heater Cores	per pound	1.35	1.65	1.62	1.94	1.95
Stainless Steel	per pound	.89	.89	.90	1.08	1.05

All prices are expressed in USD. Printed as a reader service only.

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ELECTRONICS

West Virginia landfill ban on electronics now in effect

As of January 1, 2011, televisions, computers and monitors are banned from disposal in West Virginia landfills. The National Center for Electronics Recycling has been working with other interested stakeholders in the state to help inform the public about the upcoming ban and what it means for households, businesses and government.

The National Center for Electronics Recycling (NCER) encourages all West Virginia consumers to be prepared for the landfill ban on electronics by looking for local and national recycling options. There are several opportunities for consumers in every part of the state, but many of them have been under-utilized due to lack of awareness.

Organizations like the NCER, county Solid Waste Authorities, as well as state agencies such as the West Virginia Department of Environmental Protection (DEP) and the Solid Waste Management Board (SWMB) are collaborating to develop resources and programs to offer alternatives to illegal landfill disposal. The SWMB has developed a website which provides resources concerning the landfill ban found at this address: www.state.wv.us/swmb/ewaste. The NCER also maintains a listing of local and national recycling programs on its website.

The landfill ban is a result of Senate Bill 398, which was passed into law during the 2010 legislative session. Senate

Bill 398 prohibits the disposal of Covered Electronic Devices (CEDs) in any West Virginia Landfill. CEDs are defined as televisions, laptop and desktop computers, and video display devices with screen sizes larger than four inches when measured diagonally, such as computer monitors. As of January 1, 2011 no one will be permitted to dispose of these items with their household waste. Waste haulers are currently required to pick up televisions and computers under the Public Service Commission's Bulky Goods Rule.

In addition to the newly passed landfill ban, West Virginia also has a law, passed in 2008, that requires manufacturers of CEDs to register with the

Department of Environmental Protection annually and pay a fee. These fees are then placed into an Electronics Take-back Fund, which then goes toward awarding grants to counties and municipalities around the state that want to hold electronics recycling events. The fee paid by manufacturers can be reduced when they implement an electronics take-back program, which has had a negative effect on the size of the Take-back Fund, as more and more manufacturers are electing to offer free recycling of their own branded items. Take-back programs must offer free recycling of a manufacturer's devices through mail-back, a collection event, or drop-off programs.

WeRecycle! files application to serve consumer electronics manufacturers under New York State's electronics law

WeRecycle! has filed with the New York State Department of Environmental Conservation to collect and process e-waste on behalf of consumer electronics and computer companies under the

state's new Electronic Equipment Recycling and Reuse Act. The law obligates electronics manufacturers to take responsibility for safe disposal of their products.

Collection networks must be fully operational in every county, and in each municipality with a population over 10,000 people no later than April 1, 2011.

WeRecycle! has significantly expanded its New York processing capacity to meet surging market demand. The company is fully certified under the e-Stewards Standard for Responsible Recycling and Reuse of Electronic Equipment®, the most robust and respected benchmark in the industry, ensuring safe handling of toxic substances, end-to-end accountability and

comprehensive environmental and employee safeguards.

By law each manufacturer must collect and recycle a specified amount of e-waste based on market share, and submit detailed reports to regulators documenting safe collection, processing and disposal of all material. Companies that fail to prove they have met their legal recycling goals will eventually be subject to escalating penalties depending on the shortfall. The program notches up again in 2015, when consumers will no longer be able to dispose of electronics in the regular waste stream.

SALVAGING Millions

by Ron Sturgeon
Autosalvageconsultant.com

How to increase your productivity

When your boss gives you more to do, don't complain about it. Not to your boss. Not to your fellow workers. Not to your spouse, nor complain to anyone else. Instead, take charge of your own schedule.

Take an inventory of the work you are assigned over a week's time and sort the tasks into four groups:

1. Important-and-urgent
2. Important-but-not-urgent
3. Not-important-but-urgent
4. Not-important-and-not-urgent

Figure out how much time you are devoting to each category. Make sure that 80 percent of your time is devoted to important tasks. If it's not, promise yourself that you will make adjustments.

Recognize that you can't focus on more than five significant tasks at a time. If there are more than five big tasks on your plate, make yourself a promise to do something about it.

Make an appointment with your boss and show him the list of tasks you've been given. Have five of those tasks highlighted. Say, "I've identified all the projects I'm working on now and have highlighted five that I believe are the most important. Can you look over the list and tell me if you think I'm right in planning to spend most of my time focusing on them?"

What I see in many consulting assignments is that people really have too much to do. But their failure to have a method of organizing their tasks kills them. Also I find people are unwilling to invest time in solving an issue, to minimize its recurring negative effects. For instance, they won't take an hour to reorganize their files, so they spend one extra minute per day finding things. They genuinely feel that they don't have the hour, so they spend one minute per day for the rest of their life. Think about that math. By taking the time to solve a root problem, you really can "recover" extra time, even hours, per day, which then allow you to be more productive, and happy.

To give a real life example, I save a template for writing these articles every month, rather than recreating it. Also, I typically write three articles at a time. The editors love it as my stuff is usually early. I love it because I don't stress at the last minute. I can write three articles in an hour or two, and I know if I stop at the end of the month to write one, it takes at least an hour to do just one, so I save one hour each quarter. It may not seem like a lot, but when you apply that to lots of tasks, you will increase your productivity with the "found" time. I also put an alarm in my PDA reminding me when it's time to write three more.

Remember, only you can make BUSINESS GREAT!

This article was provided by autosalvageconsultant.com, which was formed in 2001 by recyclers for recyclers, to help them improve their businesses.

MPC to open electronics recycling facility in Philadelphia

IT asset disposition company MPC will open an 111,000 square foot technology and electronics disposition processing facility in Philadelphia, Pennsylvania. The new facility will support a 100 percent zero-landfill operation.

MPC will take in electronic material and IT-based assets and provide disposition and remarketing services, chain of custody and risk mitigation services and zero-landfill strategy development.

A group of economic development professionals who work directly with businesses coordinated the project at the state level. Pennsylvania provided the company with a \$230,000 funding offer through the Department of Community and Economic Development that included an opportunity grant, job training assistance and job creation tax credits.

MPC estimates that the facility will process 15 million pounds of material in its first year.

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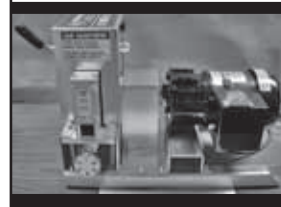


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WASTE

New York DEC finalizes plan to minimize waste

New York has finalized a new solid waste management plan, State Department of Environmental Conservation (DEC) acting commissioner Peter Iwanowicz announced. The plan – “Beyond Waste: A Sustainable Materials Management Strategy for New York” – sets forth a new approach for the state, shifting from focusing on “end of pipe” waste management to reducing waste from the start. Municipalities, businesses and the public now have a framework that can help minimize waste, increase the use of materials that can be reused or recycled, reduce greenhouse gas emissions and create green jobs.

The solid waste management plan – guides DEC, municipalities, businesses and individuals in ways to significantly reduce the amount of materials destined for landfills and municipal waste combustion. New Yorkers produce more than 14 million tons of waste each year that is destined for landfills and waste combustors. This is a clear cost to communities and to the environment. In contrast, waste prevention saves money, conserves energy, avoids pollution, and protects our natural resources.

The plan seeks a progressive reduction in the amount of waste destined for disposal from the current estimate of 4.1

pounds per-person, per-day to the ultimate goal of 0.6 pounds per person per day by 2030. That goal can be achieved through aggressive actions to reduce waste and increase reuse, recycling and composting.

“It has been more than 20 years since New York took a hard look at the amount of waste generated in the state and how to manage it. The old plan was out-of-date and no longer sufficiently effective,” acting commissioner Iwanowicz said. “This new plan takes the lessons we’ve learned over 20 years and sets forth a strategy that will be instrumental in helping the state and local governments reach attainable goals for waste reduction.”

New York last issued a solid waste management plan in 1987. It placed a priority on preventing waste and made recycling mandatory. However, despite an increase in the awareness of recycling and reuse among the public and significant efforts by local governments, New York still generates about the same amount of waste today as in 1990 and only 20 percent of the municipal solid waste is being recycled.

The plan will help to guide communities around the state and will also be used by DEC and other state agencies in policy-making. The recommendations detailed in the plan include:

- A new broad policy with a focus on waste prevention.
- Education and incentives for consumers and businesses to help them reduce their generation of waste and recycle what cannot be reduced.
- Policies and programs to improve waste prevention, reuse and recycling and to increase the recycling of organic materials, especially food waste.
- A stronger emphasis on product and packaging stewardship, to extend responsibility for end-of-life management to manufacturers and, thereby, encourage them to use more recyclable and less toxic materials. By shifting some responsibility to the manufacturers, the plan also will aid local communities that currently shoulder the entire burden for materials management.

Earlier this year when the plan was first proposed, DEC conducted hearings and provided a public comment period which resulted in constructive input from stakeholders and the public. As a result, changes to the draft were made prior to finalization including: added emphasis that the plan does not establish any new mandates, but rather provides a framework with which municipalities and planning units can guide their management strategies; and retaining the original goal of reducing waste disposed to 0.6 pounds per-person, per-day, but extending the timeframe for realizing the plan’s goals from 2018 to 2030.

For a direct link to the full plan, view this article on www.AmericanRecycler.com.

Waste Management completes PCB safety evaluation study

Waste Management of the Central Valley has announced that Wenck Associates, Inc. has completed an extensive polychlorinated biphenyl (PCB) study at WM’s Kettleman Hills facility, which found that PCBs treated, stored and disposed at the facility do not have an adverse impact on human health or the environment.

“The evaluation done of PCBs in soil in the Kettleman Hills Facility in conjunction with the United States Environmental Protection Agency (EPA) was unusual in its level of complexity, thoroughness and comprehensiveness,” said Dr. Arthur L. Frank, professor of Public Health and Chair, Department of Occupational Health at Drexel University School of Public Health. “For a Toxic Substances Control Act permitted site, this evaluation went far beyond what has been done at other such sites, and is among the most complete assessment ever performed,” he said.

The study focused on measuring 12 PCB congeners identified by the World Health Organization as having dioxin-like properties. Soil, air and vegetation were sampled within the landfill property boundary where, due to proximity, potential risks would be highest. The study’s goal was to assess the worst-case potential human health and ecological risks within and outside the landfill

boundaries that could be associated with the handling and disposal of PCB wastes.

“The study shows that the low levels of PCBs detected in soils within the boundary of the Kettleman Hills Facility are similar to levels that have been found in many remote and rural areas throughout the country where there has been no industrial activity,” said Brian Bowen, director of environmental protection for Waste Management. “We worked closely with the EPA to employ very conservative methodologies to ensure that potential risks were not underestimated so the community could be confident in the findings.”

Risk calculations were performed using data collected from air, soil and vegetation within the facility property boundary and in accordance with sampling and verification protocols required by EPA Region IX. Air monitoring was conducted over a one-year period and included more than 15,000 hours of data measured from multiple air-monitoring stations approved by the EPA.

Bowen added that all sections of the draft report were reviewed and commented on by EPA staff. The final report reflects the EPA’s comments.

To see a compilation of the key findings of this study, view this article on www.AmericanRecycler.com.

Life's under no obligation to give us what we expect.

—Margaret Mitchell

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- **Issues on C&D Wood Fuel
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Koogler & Associates;
Greg Hein, Vice President, Cemex;
Angela Morrison, Attorney,
Hopping Green & Sams
- **Results of Engineering Charac-
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BUSINESS BRIEFS

Transact Payment Systems expands with new building

■ Transact Payment Systems recently purchased a new 24,000 sq.ft. building in order to consolidate Transact's in-house operations and to operate as its new corporate headquarters. The new facility is located in Florida. The building has been transformed into a state-of-the-art office, warehouse and test facility.

Transact also added to its corporate staff. Lou Albano in marketing and sales and Paul Colby in network technical support have joined the company. More growth is expected for 2011 in an effort to offer the utmost in solutions and customer support.

Transact pioneered the use of ATMs in scrap yards and has a large market share with Scrap Dragon, its scrap purchasing software and cameras using JPEGger imaging software. The ATM is fast becoming a fixture in scrap yards throughout the United States.

Schnitzer Steel acquires State Line Scrap

■ Schnitzer Steel Industries, Inc. has entered into a definitive agreement to acquire substantially all of the assets of State Line Scrap Co., Inc. and certain of its affiliates. State Line and affiliates operate from facilities in Attleboro, Massachusetts.

Terms of the transaction were not disclosed.

Deffenbaugh buys trash and recycling operation

■ Deffenbaugh Industries has acquired Roll Off Service, Inc. and Advantage Recycling of Bethel Heights, Arkansas. The companies operate in Arkansas, Oklahoma, Missouri, Kansas and Texas. In business since 2001, they provide solid waste collection, transfer and disposal, as well as recycling services to approximately 25,000 residential, commercial and industrial customers.

Customers of Roll Off Service and Advantage Recycling will see no interruption in service.

Timken acquires City Scrap and Salvage

■ The Timken Company announced that its wholly owned subsidiary, TSB Metal Recycling LLC, has purchased substantially all of the assets of City Scrap and Salvage Co. in Akron, Ohio.

City Scrap, which employs 30 people, has a long-standing relationship with Timken, supplying the company for more than 15 years as a local source of the ferrous scrap needed for its operations.

The City Scrap acquisition will streamline Timken's supply of scrap, improving efficiency and increasing supply chain reliability. While the new venture will simplify Timken's ability to effectively recycle the industrial scrap generated from its own bearing and steel operations, City Scrap also will continue to buy scrap from dealers and individuals at its location in Akron.

Phillip M. Krieger named CFO for Upstate Shredding

■ Upstate Shredding – Ben Weitsman & Son, announced that Phillip M. Krieger has joined the company as chief financial officer, effective immediately. Prior to joining Upstate, Krieger was chief operating officer and chief financial officer for Sims Metal Management East.

Krieger will supervise financial matters for Upstate Shredding LLC as well as its sister company Ben Weitsman & Son, Inc., both headquartered in Owego, New York as well as other company facilities located in Binghamton, Ithaca, Jamestown, Liberty, Owego and Syracuse, New York and Towanda, Pennsylvania.

Before joining Sims, Krieger was chief operating officer and chief financial officer of Mercer International Group's Fairless Iron and Metal of Trenton, New Jersey.

Krieger has had a distinguished 20 year career in business and finance. He spent six years with Coopers & Lybrand's Financial Services Audit Group before becoming corporate controller and treasurer for Sales Dynamics, Inc. for three years. After that he spent five-years as chief financial officer and chief operation officer of Advanced Telecommunications Network, Inc., and later six years as general manager of Boathouse Row Sports, Ltd.

Benlee adds general sales and marketing manager

■ Benlee, headquartered in Romulus, Michigan, has hired Jim Reeves as the company's general sales and marketing manager.

Reeves' primary responsibilities will include overseeing the national and international trailer and truck sales, product development and all of Benlee's marketing strategies.

Reeves is a 15 year veteran of the waste industry and prior to joining Benlee was the South region sales manager at Rudco Products from 2003 to 2010.

Nucor names John Ferriola president and COO

■ The board of directors of Nucor Corporation appointed John J. Ferriola president and chief operating officer of the company and elected him to the board to serve in the class of directors with a term expiring at the company's 2012 annual meeting of stockholders. Daniel R. DiMiccio, who has served as Nucor's president and chief executive officer since 2000 and also as its chairman since 2006, will continue to serve as Nucor's chairman and chief executive officer.

Ferriola had served as Nucor's chief operating officer of Steelmaking Operations since 2007. He was an executive vice president of Nucor from 2002 to 2007 and a vice president from 1996 to 2001. He has been employed by Nucor in various capacities since 1991, including serving as general manager at three Nucor facilities, in Texas, Nebraska and Indiana.

Albuquerque and Acme merge with Ace Metals

■ Albuquerque Metals Recycling and Acme Iron & Metal have merged with Ace Metals, Inc. of Albuquerque, New Mexico, to form the largest scrap metal processor in the state of New Mexico. They have purchased a new shredding plant from Metso Texas Shredder.

The shredding plant will feature a complete ferrous and nonferrous downstream with magnetic separation equipment from SGM, Sarasota, Florida, and sensor sorting technology from Steinert U.S. Installation is scheduled for summer 2011.

Familiarity breeds children.

Events Calendar

March 6th-9th

The Southeast Recycling Conference & Trade Show. Hilton Sandestin Beach Golf Resort & Spa, Destin, Florida.
800-441-7949 • www.southeastrecycling.com

March 22nd-26th

ConExpo-Con/Agg 2011. Las Vegas Convention Center, Las Vegas, Nevada.
800-867-6060 • www.conexpoconagg.com

March 23rd

C&D World. Paris Resort and Casino, Las Vegas, Nevada.
630-585-7530 • www.cdrecycling.org

April 3rd-5th

Aluminum Association 2011 Spring Meeting. Sanibel Harbour Marriott Resort & Spa, Fort Myers, Florida.
703-358-2960 • www.aluminum.org

April 5th-9th

ISRI Annual Convention and Exposition. Los Angeles Convention Center, Los Angeles, California.
202-662-8544 • www.isriconvention.org

April 19

NERC's Spring Workshop. Hotel Northampton, Northampton, Massachusetts.
802-254-3636 • www.nerc.org

April 27th-29th

Carpet American Recovery Effort (CARE). Annual Conference. Amelia Island Plantation, Amelia Island, Florida.
706-428-2127 • www.carpetrecovery.org

May 9th-12th

WasteExpo. Dallas Convention Center, Dallas, Texas.
800-927-5007 • www.wasteexpo.com

June 7th-8th

Northeast Recycling Conference and Expo. Radisson, Manchester, New Hampshire.
800-223-0150 • www.nrra.net

June 21st-24th

Air & Waste Management's 104th Annual Conference and Exhibition. Disney's Coronado Springs Resort, Orlando, Florida.
412-904-6003 • www.awma.org

August 23rd-25th

WASTECON 2011. Gaylord Opryland, Nashville, Tennessee.
240-494-2237 • www.wastecon.org

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ASSMANN DEBUTS MODULAR R POLYETHYLENE TANK STAND

Assmann Corporation of America debuts a new modular polyethylene tank stand for use with the full drain outlet assembly. These stands can elevate polyethylene tanks 12" from grade for a full drain tank without the need to pour concrete. The stands are chemical resistant.

Features include corrugated sidewalls for maximum support, interlocking dovetail joints for securing modular sections together and optional wind load anchoring points. The lightweight modular sections are easily disassembled and relocated to a different site.

Assmann has tested this stand to over 300,000 lbs. of crush force.



Bandit Industries, Inc.
6750 Millbrook Road
Remus, MI 49340
989-561-2270
www.banditchippers.com

BANDIT INDUSTRIES EXPANDS LINE OF WHOLE TREE CHIPPERS

Track-equipped whole tree chippers bring a tremendous level of versatility to the jobsite. Bandit Industries now offers three drum-style models to complement three disc-style track chippers already in production. Each chipper offers several factory options, or they can be custom built, providing unparalleled levels of accessibility and convenience, backed by Bandit's exceptional reputation.

Equipped with an optional built-in loader, Bandit track chippers can drive to the trees, feed the material and process it – all with a single machine. Track models can be operated by remote control.



Case Construction Equipment, Inc.
700 State Street
Racine, WI 53404
866-542-2736
www.cnh.com

CASE ADDS PALLET FORKS FOR SKID STEERS, TRACK LOADERS

Case Construction Equipment introduced pallet forks designed for use with its skid steers and compact track loaders.

The new pallet fork assemblies are available with either 48" or 42" tines. Case offers either size of tines in a choice of heavy duty, rated to 5,500 lbs., or standard, rated to 4,000 lbs. Case pallet forks feature a rugged frame and outstanding visibility to the tines for safe, easy loading. The frame's mounting angle assures proper forward tilt for loading and rollback for transporting loads.



Fecon, Inc.
3460 Grant Drive
Lebanon, OH 45036
800-528-3113
www.fecon.com

FECON INTRODUCES THE FCM22 CHIPPING MODULE

Fecon Inc.'s new FCM22 is a 22" capacity chipping module, designed for mobility and flexibility.

It features load sensing hydraulics and an IQAN control system. The FCM22 is a six knife drum style chipper that makes a consistent and desirable wood chip. The FCM22 allows production rates of 40-50 tons per hour and can densely pack chips into open top chip vans, collection wagons or roll off containers, maximizing loads and profits.

The FCM22 is available with either 365 or 500 horsepower.



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During its 8-hour processing cycle, food waste weight and volume are reduced by up to 90 percent. GaiaRecycle's 6-step deodorizer process removes odors, and the resulting output material from the processed food waste is a sterilized, easy-to-handle, compostable soil amendment.



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The Handheld Nautiz X3 is an ultra-lightweight, full-featured rugged PDA. The Nautiz X3 is equipped with an 806 MHz X-Scale processor, Windows Mobile 6.5 Professional, 3G cellular, camera, WLAN and Bluetooth.

It has a 1D laser scanner, with an optional 2D imager. The Nautiz X3 is equipped with 256 MB of RAM and 512 MB Flash storage. The Nautiz X3 measures only 5.9" x 2.6" x 1" and weighs 9.2 ounces, but carries an IP65 rating and passes full MIL-STD-810G testing. The 2.8" QVGA touchscreen is optimized for outdoor applications.



Moley Magnetics Inc.
4573 Shadigee Road
Newfane, NY 14108
716-751-6565
www.moleymagneticsinc.com

MOLEY MAGNETICS INTRODUCES MOBILE HYDRAULIC SHEAR LINE

Moley Magnetics is introducing its HSS Titanium Shear line featuring the latest in shear technology.

These shears are available with or without rotation, range from 1 to 10 tons and offer a combination of technologies not available in other shears.

A second guide blade on the cutting side allows for precise shimming in the piercing tip area. A double auto guide provides trouble-free operation. Four turn blades and speed valves are standard, as well as a super-reinforced, enclosed upper body to protect the cylinder and prevent distortion.



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Powerblanket's wrap-around tote heaters are ideal for warming IBC totes and portable bulk containers. Utilizing patented GreenHeat Technology, the tote wraps create a barrier of heat around the tote to insulate and protect temperature-sensitive materials.

Powerblanket tote heaters are secured with nylon straps that provide a snug fit. Each blanket's outer shell is winter-proof and water resistant.

Two available sizes, 275 and 330 gallons, fit most industry standard totes. Custom sizes are also available upon request. Each tote heater is powered by 120V electricity and includes an adjustable thermostat controller.

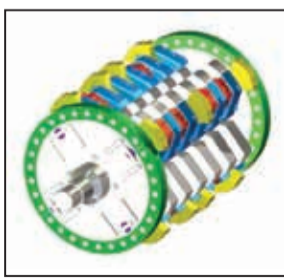


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Stanley, NC 28164
704-347-4910
www.sennebogen-na.com

SENNEBOGEN INTRODUCES NEW GRAPPLES FOR SCRAP HANDLERS

Sennebogen LLC announced that its green line scrap handlers will now be offered with its own new green line orange peel grapples for use in recycling yards and steel mills.

Sennebogen grapples are available in 4-tine and 5-tine models in sizes from 0.5 to 5.0 cu. yd. The new grapples feature a high performance design for extreme duty cycles under the most difficult applications. Cylinders are provided with heavy-duty protection while hoses are fitted with optimized routings and steel guards.



US Shredder and Castings Group
PO Box 1021
Trussville, AL 35173
205-999-7670
www.usshredder.com

US SHREDDER'S 6080 SPIDER ROTOR OVERVIEW

The US Shredder Replacement Spider Rotors feature improvements in both materials and designs over that of the standard OEM Rotors. The replacement rotors are a direct "drop-in" replacement, designed and built for use in existing shredders. Some key features of a US Shredder Replacement Rotor are:

- Spiders and end discs are shrunk fit and keyed on to the rotor shaft
- Disc and Spider keys are made from hardened alloy steel keystack.
- Alloy steel tie rods with rolled threads and high strength Supernuts®.

BUSINESS BRIEFS

Rumpke purchases assets of RLS Recycling

■ Rumpke of Ohio, Inc. purchased certain waste collection, hauling, disposal and recycling assets from RLS Recycling located in Chillicothe, Ohio.

The acquisition included about 30 waste collection vehicles and utility equipment adding to Rumpke's already existing Central and Southeast Ohio service areas in Columbus, Chillicothe, Circleville, Wellston and Georgetown, Ohio.

Rumpke has already begun serving former RLS customers and will mail notification letters to the new customers announcing the change. Rumpke will initially maintain the same collection schedule as RLS and customer service will remain uninterrupted during the transition.

Rumpke also welcomed nearly 50 new employees from RLS, including drivers, mechanics, equipment operators, laborers and office personnel.

Adam Rosenthal joins Upstate Shredding

■ Adam Weitsman, president of Upstate Shredding – Ben Weitsman & Son, announced that Adam S. Rosenthal has joined the company as director of acquisitions. Prior to joining Upstate, Rosenthal was general manager of scrap metal facilities for Schnitzer Steel Industries, Inc.

Prior to joining Upstate, Rosenthal had operational responsibility for six northeastern Schnitzer Steel facilities. Before that, he held management positions with New York Recycling Ventures, a division of Metal Management NE, Inc.; W. Silver Recycling; Commercial Metals Company; Albert Bros., Inc.; Recycling Industries; Staiman Recycling/Brothers; David J. Joseph Company and World Resources.

Tire International names Martin Sergi as CFO

■ Tire International Environmental Solutions, Inc., announced that it has named Martin Sergi as chief financial officer. Sergi was also elected to the company's board of directors.

Sergi has over 25 years of experience in running private and publicly owned waste management companies in the tire recycling business. He has raised over \$1 billion in debt and equity financings over the years and has successfully built companies from inception to \$200 million in sales and \$350 million in assets.

Sergi served as chief executive officer of PermaLife Products from 2001 to 2010. Prior to PermaLife, he was chief executive officer and chief financial officer of KTI Holdings. He built or acquired over 100 recycling facilities in 20 states and Canada and managed an operating staff of over 500 employees.

Sergi is currently president of Mall at the Galaxy in Guttenberg, New Jersey. He formerly was a senior manager for Ernst & Whinney.

BacTech Environmental appoints director

■ BacTech Environmental Corporation has appointed a new member to its board of directors.

MaryAnn Mihychuk has joined the board of BEC effective immediately. Mihychuk is a professional geoscientist with over 33 years of experience in the mining industry. She presently advises public and private companies on issues related to governance, social responsibility and regulatory matters. Prior to that, she was director of corporate relations for HudBay Minerals. She also held the position of minister of mines in the Manitoba government and served as a member of the Manitoba Legislature for nine years.

Mihychuk has extensive community engagement experience with Canada's Aboriginal Peoples and was instrumental in building a relationship between the Prospectors and Developers Association of Canada (PDAC) and Assembly of First Nations. Mihychuk is also the founder and chair of Women in Mining Canada and she sits on the board of the PDAC.

The BEC board of directors has also approved the issuance of 2,100,000 options to purchase common shares of the company to twelve directors, officers, employees and consultants of the company. The exercise price of the options is \$0.15. They are subject to a four month hold and have a term of five years.

The total number of outstanding options under the company's plan is 2,100,000 or approximately 7.8 percent of the outstanding shares.

Mark Reiter appointed to NRC board of directors

■ Mark Reiter, assistant vice president and chief lobbyist for the Institute of Scrap Recycling Industries (ISRI), has been appointed to the board of directors of the National Recycling Coalition (NRC) as part of an expansion of its board of directors.

The new appointee will serve for one year and then be eligible to stand for election.

Bion Enviromental names new CEO and director

■ Bion Environmental Technologies, Inc. announced that Bill O'Neill joined Bion's management team as its chief executive officer and a member of Bion's board of directors, effective January 1, 2011.

O'Neill has over 20 years experience in the agriculture and food services industries. Most recently, he served as vice president – business development for Advance Brands. Throughout his career, O'Neill has focused on leveraging the latest technologies to the competitive advantages of his customers. His advance recognition of cutting edge methodologies in both manufacturing processes and retailer strategies has provided a primary basis for his successful senior management career.

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2002 M320 REBUILT (rubber), 39' reach, A/C hydraulic cab, gen-set and grapple.

2002 M318 (rubber), 36' reach, A/C, hydraulic cab, gen-set and grapple.

FUCHS

2006 & 2007 MHL350D (rubber), 52' reach, A/C hydraulic cab, gen-set and grapple.

2004 MHL 350 (rubber), 50' reach, hydraulic cab, gen-set and grapple.

2003 & 2006 MHL331 (rubber), 34' reach, hydraulic cab, gen-set and grapple.

2001 MHL360 REBUILT (rubber), 59' reach, hydraulic cab, gen-set and grapple.

2001 MHL 340 REBUILT (rubber), 41' reach, hydraulic cab, gen-set and grapple.

2001 MHL320 (rubber), 31' reach, hydraulic cab, gen-set and new 48" magnet.

1995 MHL 350 REBUILT (rubber), 50' reach, hydraulic cab, gen-set and grapple.

LIEBHERR

2004 R954EW (crawler), 59' reach, hydraulic cab, gen-set and grapple.

1999 R934EW REBUILT (crawler), 50' reach, 4' cab riser, gen-set and grapple.

1994 A932 REBUILT (rubber), hydraulic cab, gen-set and grapple.

SENNEBOGEN

2006 821M (rubber), 36' reach, hydraulic cab, gen-set and grapple.

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2004 825M REBUILT (rubber), 43' reach, hydraulic cab, gen-set and grapple.

2000 830M REBUILT (rubber), 50' reach, hydraulic cab, gen-set and grapple.

OTHERS

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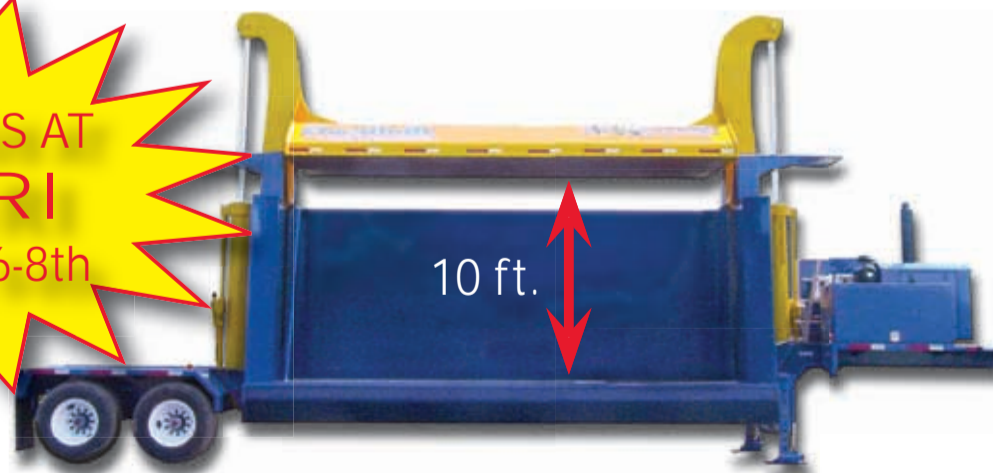
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Retreads rolling along and racking up benefits

by MIKE BRESLIN

mbreslin@americanrecycler.com

Retreaded tires are the unsung heroes of reduction, reuse, recycling and recovery. Rarely getting news coverage or public attention, the many benefits of retreads have long been quietly appreciated by the trucking, bussing, heavy equipment and airline industries. These days, with new tire prices on the rise and the popularity of pickup trucks, SUVs, recreational vehicles and off-roading, retreads are also saving these drivers big bucks over new tires – up to 70 percent in some instances.

When you add in the green factor, particularly appealing to many consumers, retreads stand out as an environmentally smart way of reuse and reduction. The history of retreading dates back to the early 1900s, shortly after the advent of the balloon tire. It did not take a genius to see that when a tread wore off that it was a good idea to replace the tread rather than throwing away the bulk of the tire.

Retreading or recapping came into widespread use during World War II due to shortages of natural rubber and other commodities. Automobile tire retreading continued after the war, but as the number of tire brands, sizes and shapes multiplied, and as radials were introduced, it became uneconomical for many retreaders to keep up with the various molds required.

With today's modern tire casing inspections and recapping processes, quality retreads are considered as safe as



A CIMA tire press produces 315/75R16, 315/70R17 and 37x12.50R16.5 tires in the Guard Dog tread pattern. The tires are cured in the press at temperatures of over 300 degrees and at pressures of approximately 150 psi.

new tires. The Tire Retread Information Bureau (TRIB) claims there is no significant difference in quality between new and retreaded tires. Many large truck tires can be retreaded several times, delaying shredding or landfill disposal. Large truck tires are routinely retreaded as part of fleet tire-management pro-

grams. TRIB estimates that nearly half of all replacement truck tires are retreads with costs usually being 30 to 50 percent less than a new tire.

The environmental benefit analysis is a simple matter of economy of weight. Take, for example, a typical tractor-trailer tire. The retread rubber put to a drive

axle tire may weigh 30 pounds, while the casing it is applied to may weigh 120 pounds. That's 120 pound of recovered and reused material.

Virtually all airlines use retreads and these tires undergo enormous stress during takeoffs and landings. According to

See **RETREADING**, Page 7

2010 domestic tire shipments post nine percent increase

Growth in 2011 expected to be moderate

Tire shipments are projected to increase by more than 9 percent in 2010 due to sharp increases in original equipment manufacturer (OEM) passenger and commercial truck tires as well as increases in passenger and commercial truck replacement shipments, according to the Rubber Manufacturers Association.

Total 2010 tire shipments are projected to increase by approximately 24

million units to 284 million units – a 9 percent increase compared to 2009. Nearly half of this increase is attributed to the large increases in OE tire shipments, owing to the resumption of domestic vehicle manufacturing as well as an increase in light vehicle sales driven by manufacturer's incentive programs and low auto loan interest rates during the 2010 calendar year.

Replacement shipments will also experience significant growth in 2010 as a result of increases in vehicle miles travelled, stable energy prices, longer

vehicle life and overall positive domestic economic conditions for both the consumer and commercial sectors.

An additional 2 percent growth in tire shipments is forecast for 2011, reaching nearly 290 million units as economic uncertainty will restrain growth for overall tire shipments.

RMA's Tire Market Analysis Committee forecast for key categories and their respective segments for 2010 and 2011 include:

•Original Equipment (OE) Passenger Tires: Passenger OE tire shipments

are anticipated to increase by approximately 11 million units, or nearly 44 percent, in 2010 as domestic vehicle production resumes and consumers take advantage of incentive programs and low interest rates. New vehicles sold in the United States are projected to increase by six percent in 2011 due to continued improvement in economic conditions.

•Original Equipment Light Truck (LT) Tires: This category will experience an approximate 31 percent

See **TIRE SHIPMENTS**, Page 6

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A Letter from the Editor

Readers,

January was an eventful month. As most of you are probably aware, it was a month marked by tragedy. The shooting of Arizona Representative Gabrielle Giffords reverberated through the nation and caused people, pundits and politicians to take a step back and reexamine the nation's political tone and attitude towards gun control.

It's too bad then, that neither vitriolic partisanship nor permissive attitudes towards firearms ownership were truly at issue.

The issues seized upon – high capacity magazines and hyper-partisan punditry – are merely convenient scapegoats that serve to distract from a much more difficult issue to examine and resolve. The real issue is our nation's system for identifying and treating mental illness in our populace. It is an issue fraught with pitfalls and unconstitutional infringements upon individual liberties, yet it must be addressed nonetheless. Hopefully, in time, our political leaders will come to realize this, cease pursuing their knee-jerk, feel-good legislative efforts, and begin to work for real change.

The tragedy in Arizona eclipsed what would have otherwise been phenomenal news for small business owners: the President issued an executive order meant to sweep away regulatory hurdles that impede small businesses. Part of his order is taking aim at EPA regulations, so everyone ought to be prepared to keep up with any changes on the regulatory front.

Additionally, although the House vote to repeal healthcare reform was mostly symbolic (as the measure will likely stall and die in a Democratic Senate), it was accompanied by a largely bipartisan desire to repeal at least the portion of the law that requires businesses to issue 1099s to persons from whom they purchase more than \$600 worth of goods. This onerous provision is damaging and unduly burdensome for small business owners, and likely to encourage more tax evasion instead of raising additional revenues.

Whether or not President Obama's executive order will have any tangible impact remains to be seen. However, it's a start. Perhaps it marks a long-overdue shift in our nation – from a culture of entitlements to one that encourages and rewards hard work and business ethic.

I hope everyone has a productive and prosperous February. Until next month,



Dave Fournier
Focus Section Editor
david@americanrecycler.com

Tire Industry Association disappointed with WTO decision concerning Chinese tire tariff

The Tire Industry Association (TIA), an authority on tires and wheels, announced their disappointment with the World Trade Organization (WTO) decision to dismiss a complaint against the tariff the United States government imposed on passenger and light truck tires imported from China. The States enacted this tariff in September of 2009, and it is slated to be in effect for three years.

The TIA also reiterated their call for United States Trade Representative (USTR) Ron Kirk to establish a comprehensive, independent, verifiable system for quantifying the effects of the tariff. Backers of this tariff claim that it will protect American tire manufacturing jobs, whereas TIA believes there is no reliable data to support claims that

the tariff has actually protected these jobs; it has only harmed American tire dealers, wholesalers and ultimately, the consumer.

The TIA is calling for an independent and verifiable system to determine the efficacy, or lack thereof, of the tariffs on Chinese tire imports.

“We are hopeful that the WTO appellate hearing panel will see that this tariff is misguided and ineffective; that it has not saved American tire manufacturing jobs and has only hurt American consumers at a time when they can

least afford it,” said TIA executive vice president Roy Littlefield. Littlefield went on to say, “It is no secret that since this misguided tariff took effect last year, most tire manufacturers have raised their prices, and we know of no American tire manufacturing jobs that this tariff has been proven to have saved. As a matter of fact, we would urge USTR Kirk to engage TIA members to learn firsthand the effect these tariffs have had on the American motorist.

“Our message to Mr. Kirk is simple: All you have now are competing opinions, and that's no way to administer a critical trade issue. Set up a fair, independent and verifiable system to discover the true effectiveness of the tariffs.”

Demand for rubber products on the rise amid promising Chinese prospects

According to statistics, accumulated sales volume of rubber products in China has reached approximately \$33.45 billion between January and May of 2010, with a growth of 35.38 percent on a year-on-year basis, whereas the growth rate enjoyed an increase of 31.57 percent compared with the same period of last year. Stimulated by the promising prospect of conveyor belts and rubber tube, rubber seal,

small seal, rubber snubber for building and rubber products for automotive, the Chinese rubber industry has overcome the adversity brought on by the global financial crisis and now is growing rapidly.

The 25th International Exhibition on Plastics and Rubber Industries (Chinaplas 2011) will be held between May 17 and May 20, 2011 in the largest exhibition hall in Asia – the China Import and Export Fair Pazhou Complex, Guangzhou, PR China.

As the largest plastics and rubber exhibition in Asia, and one of the most influential exhibitions of its kind in the world, Chinaplas 2011 seeks to grasp the opportunities on the upward development of the rubber industry in China. The convention will feature a new “Rubber Machinery and Equipment Zone” to attract not only rubber machinery manufacturers, rubber prod-

uct manufacturers and other supporting equipment suppliers around the world to participate in this exhibition, but also buyers from different application sectors to visit, source and network with suppliers in the rubber industry. The set up of the zone is expected to act as a catalyst to boost the development of the industry.

The show scale of Chinaplas 2011 expands and reaches an exhibition area of over 160,000 square meters, covering 20 exhibition halls in Hall A and Hall B of Pazhou Complex. It is expected to attract over 2,200 exhibitors from 35 countries and regions together with 11 country/region pavilions from Austria, Canada, France, Germany, India, Italy, Japan, United Kingdom, the United States, People's Republic of China and Taiwan to jointly showcase over 1,900 rubber machines and chemical raw materials.

Goodrich delivers 331st sonar dome rubber window

Goodrich Corporation recently delivered its 331st sonar dome rubber window (SDRW) to the United States Navy. Goodrich's engineered polymer products (EPP) team in Jacksonville, Florida has been the exclusive supplier of sonar domes for FFG-7, DDG-51, and CG-47 class ships to the Navy and allied navies for more than 40 years. A sonar dome is an acoustically transparent housing that surrounds the sonar transducer array, which together make up the sensor part of the sonar system.

DDG-51 class destroyers are the newest class of ships that use SDRWs and are multi-mission combatants. They can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection, in support of national military

strategy. DDG-51 class destroyers are capable of simultaneously fighting air, surface and subsurface battles. The ships contain a myriad of offensive and defensive weapons designed to support maritime defense needs well into the 21st century.

Mounted on the bow of destroyers and cruisers, the sonar dome surrounds and protects the ship's sonar array while offering minimum interference to sound transmission and reception for enhanced detection and classification of underwater targets. Goodrich pioneered the development of rubber wire-reinforced surface ship sonar domes for anti-submarine surface combatants. The rubber's unique energy absorption and reflection properties enhance the ships' detection capability.

AR Upcoming Section B editorial focus topics

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Michelin Challenge Design celebrates ten years; reveals 2012 design theme

First introduced at the 2002 North American International Auto Show (NAIAS), the Michelin Challenge Design program now celebrates its tenth year. The program has seen dramatic growth in its first decade and will celebrate this milestone by returning to the Auto Show with an exhibit displaying various forms of design innovation and examples of the partnerships necessary to make this kind of program a long-term success.

Created to recognize and support design by providing an opportunity for designers from all over the world to present their most interesting works at one of the world's premier auto shows, the program has seen dramatic growth in its first decade.

Michelin Challenge Design has received nearly 3,000 entries over 10 years. Participants have represented 98 countries. In the first year (2003 NAIAS), 17 of 125 submissions were selected to be displayed in the exhibit. This year, 34 works were selected out of a record 970 entries. While Michelin Challenge Design has doubled the works displayed, the number of submissions has increased by over 700 percent. Pre-registration has started for the 2012 Michelin Challenge Design, and initial feedback indicates another record year is in store.

Repeat jurors, including Freeman Thomas, Ford Motor Company; David Marek, Honda R&D Americas; Gecza Loczi, Volvo Monitoring and Safety Center; Frank Saucedo, General Motors Advanced Design, said that the quality of the work submitted for judging has increased each year as well.

The Michelin Challenge Design jury has included 40 judges from all over the automotive industry. Among the more than 20 organizations represented have been BMW Designworks, Chrysler, Ford Motor Company, General Motors, Volvo, Mercedes-Benz, and Nissan. Newcomers for 2011 included Phil Zak, Hyundai Americas Technical

Center; Franz von Holzhausen, Tesla; and Anne Asensio, Dassault Systemes.

Interest from the design community that the program serves to support and encourage is evident by a 50 percent increase in the number of participating jurors from the 2003 to the 2011 juries. Stewart Reed, chair of the Transportation Design Department at Art Center College of Design, participated first as juror and then as jury chairman, has been a part of every Michelin Challenge Design jury.

"Through Michelin Challenge Design, we obtain the foresight to address potential transportation challenges and can use our research and development to better prepare everyone for a greater, sustainable mobility future," said John Moloney, vice president of original equipment marketing, Michelin North and South America.

Michelin Challenge Design helps drive awareness of the growing importance of the role of design in vehicle development and the challenges that face the discipline.

In the first NAIAS display, Michelin Challenge Design focused on work from iconic and inspirational Italian designers. Then, the theme paid homage to Michelin's home in France, as participants were challenged with creating design concepts that reflected the unique character of French design. Later, design challenges looked at a possible future for vehicles in China and the influence of German design. In 2009, participants expressed their vision of America's iconic vehicle design under the theme: Brave + Bold.

Transportation and industry solutions explored through Michelin Challenge Design have included solutions for alternative powertrains, vehicle-to-vehicle safety issues, fuel-efficient, smaller vehicles and at the future of electrifying vehicles.

A strong history of inspiring themes led to the 2011 Michelin Challenge Design theme "Plus 10: The Best

is Yet to Come." For Michelin, the first ten years of the Michelin Challenge Design program are just the beginning.

The theme for 2012 announced at NAIAS is "City 2046: Art, Life and Ingenuity." In honor of Michelin's tradition of innovation, 2046 was chosen because it is the 100th anniversary of the radial tire.

The 2012 Michelin Challenge Design participants are asked to present their vision of city transportation for Paris, Shanghai, Mumbai, Rio or Los Angeles for the year 2046. Each of these cities has a specific set of challenges, and disruptive innovation may be what each needs to get transportation from the formula in use today to that of 2046.

Registration for the 2012 Michelin Challenge Design opened to the strongest response in Challenge's history. From the first week, submissions have exceeded the record-setting 2011 Michelin Challenge Design.

Participants in the 2012 competition will choose between Los Angeles, Mumbai, Paris, Rio de Janeiro, or Shanghai and to design a personal, ground-based vehicle capable of transporting between two and ten people. In selecting a city, the vehicle proposal must provide a solution to the transportation issues unique to that city.

Pre-registration and entry submission information is available at www.michelinchallengedesign.com.

Ford Quick Lane surpasses 1 million tire sales in 2010

Ford's Quick Lane vehicle maintenance business sold a record 1 million tires in 2010 and is on track to post record sales of more than \$550 million for the year.

Frederick Toney, president of Ford's customer service division, said, "As more customers are keeping their vehicles even longer, vehicle maintenance becomes even more important."

Ford's Quick Lane business offers routine vehicle maintenance such as oil and filter changes, and light repair services such as tire replacements and brake repairs.

Tire sales to Quick Lane operators recently surpassed the 1 million mark for the first time ever in a calendar year. Quick Lane's network of 585 stores is also on track to surpass \$550 million in sales in 2010, representing a 25 percent year-over-year increase.

Strong tire sales are consistent across the entire United States Quick Lane network. Dawn Walston, general manager from Titus Will Ford in Tacoma, Washington, is experiencing the growth firsthand as tire sales in her Quick Lane shop are up 70 percent year-over-year.

Quick Lane operators around the country also continue to experience an increase in routine maintenance services from vehicles other than Ford, Lincoln or Mercury products. Sales to competitive-make vehicles are up 25 percent nationally year-over-year.

I walked into a bar the other day and ordered a double. The bartender brought out a guy who looked just like me.

Amerityre unveils new forklift tire material and technology

Amerityre Corporation, a manufacturer of polyurethane flat proof tires, has announced that they have developed a new high-performance material formulation for the forklift tire industry. The new urethane-based material "Kryon" is designed to carry today's heavy material handling loads in high duty cycle forklift applications.

The industrial tire market globally is about 1 billion dollars. Amerityre has plans to capture a substantial piece of the North American market, estimated to be \$270 million within the next several years.

Tim Ryan, Amerityre's new chairman, said, "The market is right for a new product that will outperform current rubber products in the market place today."

"Independent lab testing and field testing has been ongoing for over one year with great success," said Mike Kapral, Amerityre's president and CEO. "Tires were placed in specific high load and high cycle applications where the tires can get a real world workout."

Amerityre will offer approximately 30 of the most popular sizes of press-on tires with plans to expand the line-up over the next 18 months. The company has plans to design and produce a line of pneumatic shaped solid tires for forklift as well.

Amerityre is selling press-on tires now through a limited testing/distribution program.



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Rubber Grinders

by MARY M. COX

maryc@americanrecycler.com

The process of grinding of rubber, or turning post-consumer rubber into a valuable new resource, can be a difficult application. Recyclers who are considering a grinder purchase should first identify the end product that they are after. The market offers plenty of grinders to choose from, with a variety of options to match buyer needs.



Cumberland Engineering

John Farney is the national sales manager at Cumberland Engineering. He said the firm and its subsidiary, Cumberland Recycling, offer the most extensive array of granulators, shredders and reclamation systems available in the industry.

"From specialty units for specific applications such as tire recycling, and wire/cable reclaim, to systems for PET and HDPE bottles, we develop solutions for any budget," Farney said. As a pioneer in the recycling industry since 1939, Farney said Cumberland always strives to remain at the forefront of product and solution development.

"Our annual sales are approximately \$25,000,000, but vary depending on the market sectors that are active at any given time. We serve the recycling, extrusion, injection molding, blow molding and rotational molding markets. In the last 18 months, demands and needs have risen at a surprising but welcome rate. Market increase is expected to total at 80 percent for fiscal 2010. Our biggest sellers are our X Series granulators, our 3200 Series granulators, and our shredder units," Farney noted.

He added, "In the specific area of rubber reclamation, quite a few of our models have been employed to achieve high volumes of ground material, at exceptionally high rates, with the lowest possible consumed energy. For end products used as mulch-alternatives, molding compounds, crumb rubber and alternative fuels, we achieve high quality. Incorporating the highest level of safety, and ease of operation, our products are developed to minimize maintenance time, and optimize safety levels. Tilting hoppers, drop down screen cradles, hydraulic systems to minimize manual labor and sound suppression measures are just a few of our developments. From positive mechanical restraints engaged during maintenance, to the most secure and strongest knife mounting systems, our units are easy to clean, maintain and operate."

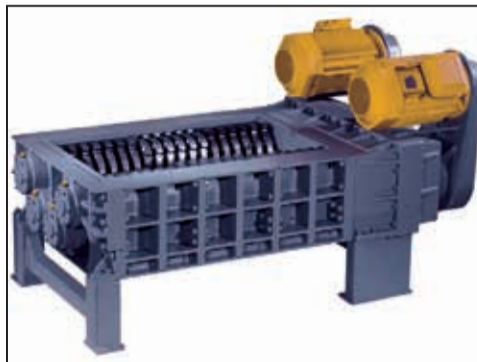
Farney said most Cumberland units are delivered ready-to-install. Tall units require component mounting or stacking, and evacuation systems require physical assembly. Unless any wiring is needed, most units can be operational in hours. Intricate systems involving wash lines, classification systems, and other ancillary devices do require a bit more setup. "In today's market, the biggest challenge to processors is high volume at low operating costs. We offer energy saving drive and operating systems, low maintenance knives and screens, and strong, long-lasting knife designs.

"We strive for minimal down time, and work to reach the highest output per hour of operation. Current limiting controls on start-up help control energy



Weima America, Inc.

consumption and cost. For operations, each pound is profit, and the more pounds per hour, the higher the profits.



UNTHA Shredding

But quality finished material is crucial as well. Our long-lasting knives cut more efficiently and require less sharpening than other formulations/designs. Capabilities include tires, carpet, bottles, automotive scrap, pallets and many other materials," he said.

UNTHA shredding technology has been manufacturing shredders for a wide range of applications since 1982. "UNTHA invented and patented the original four-shaft shredder and continues to be the world's expert on low speed shear shredding, said Peter Dion, regional sales manager.

"Because of high-torque, advanced cutting systems, UNTHA two- and four-shaft shredders are ideal for tire shredding. Our model S120 two-shaft shredder is used for pre-shredding and for applications where exact particle size control isn't needed. The RS50, RS100 and RS150 four-shaft shredders add the capability to provide controlled particle size and, using our exclusive tire cutting system, of removing tire wire from the rubber during shredding," Dion said. He also reported that from an operations standpoint, UNTHA's shear shredders are well-suited for shredding operations with production requirements up to 5 tons per hour.

"Tires represent the largest source of rubber for reutilization and recycling in America. Over 300 million scrap tires are generated annually. In recent years there has been a lot of consolidation in the tire recycling industry, with a migration to larger and larger machines. Still, there is a need for smaller machines where tires are a secondary market or where densification is required for efficient transport or to add value. Production waste is also an interesting market. A common application for a 4-shaft shredder is in a facility

where rubber products such as mats are manufactured. Cut-offs, setup pieces and defective product can all be shredded and used again, so nothing goes into a landfill. The UNTHA RS45 and RS50 machines are good machine choices due to their compact size and rugged design," said Dion.

He said his company has extensive experience with four-shaft shredders, pioneered by the firm with many UNTHA-exclusive features, such as the tire cutting system and dynamically-

See SPOTLIGHT, Page 5

Manufacturer List

Arrowhead International
Alan Ulrich

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Cumberland Engineering
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Greg Wright
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Jordan Reduction Solutions
Richard Pyle
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www.jordanreductionsolutions.com

SSI Shredding Systems Inc.
Joby Easton
800-537-4733
www.ssiworld.com

UNTHA Shredding Technology America, Inc.
Peter Dion
978-465-0083
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Weima America, Inc.
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ReEnergy to acquire tire-to-energy facility

ReEnergy Holdings LLC, a Latham New York, based renewable energy company, has entered into an agreement to acquire the Exeter Tire-to-Energy Facility located in Sterling, Connecticut, from a subsidiary of CMS Enterprises, based in Jackson, Michigan. The 31 MW facility, continuously operated since 1991, is fueled with chipped and whole tires.

With the immediate investment of significant capital in the 20 year old facility, ReEnergy Holdings intends to continue to improve the facility's efficiency and environmental performance.

According to Tom Beck, ReEnergy's chief commercial officer, "The Exeter Facility has historically met the needs of a large number of tire collection and processing operations throughout the Northeast. We look forward to serving these customers and expanding the customer base with even higher levels of reliability. This operation, combined with our ERRCO and LL&S construction and demolition debris processing facilities in southern New Hampshire, will allow us to provide a broader array of services in the Northeast."

The acquisition is subject to regulatory approvals from FERC and the Connecticut Department of Environmental Protection. Terms were not disclosed.

One synthetic turf athletic field provides an outlet for 20,000 tires

Crumb rubber derived from recycled tires enhances the performance of a variety of sports surfaces, providing infill for sports fields and paving for running tracks. Crumb rubber adds cushioning and springiness to protect athletes. Additionally, surfaces made from crumb rubber dry quickly, drain excess moisture, reduce dust and mud, and minimize freezing. Rain or shine, a field comprised of crumb rubber is always ready for action.

"The environmental benefit of a synthetic athletic field enhanced by crumb rubber infill is three-fold," said Jeffrey Kendall, CEO of Liberty Tire Recycling. "Not only is the field providing an outlet for recycled rubber, but replacing a grass field with a synthetic material can save as much as 50,000 gallons of water each week during the peak growing season and eliminate the need for toxic pesticides and fertilizers."

Crumb rubber is used in artificial turf fields between turf fibers to provide stability and resiliency. A single athletic field requires approximately 125 tons of crumb rubber, which saves about 20,000 tires from becoming part of landfills or stockpiles. According to the Synthetic Turf Council, artificial turf has been installed in approximately 4,500 fields, tracks and playgrounds in the United States. Synthet-

ic turf was originally used in stadiums and on athletic fields for college and professional sports teams, but now is also used in municipal parks, golf courses, playgrounds and private residences.

The rubberization of athletic surfaces offers many benefits to help pre-

vent injuries and reduce stress on leg muscles, ligaments, tendons and joints. The specially designed infill with dust free rubber granules prevent "flyout," "splashing," and migration of the base so that traction, drainage and shock absorption are maximized.

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According to the Synthetic Turf Council, artificial turf has been installed in approximately 4,500 fields, tracks and playgrounds in the United States.

Spotlight

■Continued from Page 4

loaded cutters with pneumatic shaft flushing, which are designed to extend machine life and ease maintenance by keeping debris from working its way under the cutters.

"The Austrian company's attention to design and detail ensures shredder longevity and economical operation. UNTHA America provides sales, appli-

cation, spare parts and service for our United States and Canadian customers. Our service technicians have worked for UNTHA in Austria for many years, and so they have excellent experience in keeping our shredders performing at their best. We recently unveiled redesigned versions of the reliable RS30 and RS40 universal four-shaft shredders. These small shredders have features which previously were seen only on larger units, and several enhancements make the machines easier to maintain and more versatile than ever," Dion said.

"Weima is a manufacturer of single-shaft shredders, which are used for primary breakdown of bulky vulcanized rubber materials like tire tread, trimmings and other various rubber scrap," said Madison Burt, vice president, sales and marketing. Weima has manufactured single-shaft shredders for more than 25 years to many markets, including plastic, rubber, wood, paper and more.

"Weima's shredder design includes a unique access door that allows full access to the shredding chamber for both maintenance and cleanout purposes. The single-shaft shredder allows for batch feeding of bulky materials without having to pre-cut or separate the load. Weima America recently received an order for a model WLK10-60HP shredder. It will be used to process 1,500 pounds per hour of various vulcanized rubber scrap prior to granulating. Our customer is thrilled with the ability to load gaylord containers full of material into the shredder without the need to separate the load or pre-cut the pieces," Burt explained.

AE EQUIPMENT SPOTLIGHT

To be included in the spotlight, you must manufacture the equipment featured. We require a company name, contact person, telephone number and, if applicable, a website address.

To be listed in the appropriate spotlight, please call 877-777-0737.

UPCOMING TOPICS

3/11	Concrete Crushers
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Goodyear supplies tires for Car and Truck of the Year

At the North American International Auto Show (NAIAS) in Detroit, the Goodyear Tire & Rubber Company revealed that it will supply original equipment tires to the vehicles named as 2011 North American Car of the Year and Truck of the Year.

The NAIAS Car (2011 Chevrolet Volt) and Truck (2011 Ford Explorer) of the Year awards are selected annually by 50 North American automotive journalists. The honors are announced during press days for the NAIAS in Detroit.

Goodyear was chosen as the exclusive tire supplier for the 2011 Chevrolet Volt, providing its fuel-efficient Assurance Fuel Max tire. This tire, in size P215/55R17 on the Volt, features a fuel-saving tread compound that helps reduce energy loss as the tire rolls.

The standard tire fitment for the Explorer SE model is the Goodyear Fortera HL tire in a P245/65R17 size. With a tread pattern that features deep blades and grooves, the tire provides confident handling and all-season traction.

A Closer Look

by Donna Currie

Branna, LLC

Harold Smedley • 217-226-4095

Nearly 14 years ago, Harold Smedley joined the recycling industry when he bought his first truck, found a route and discovered a place that would take used tires.

Now, used tires have a few more uses than when he first started. Some end up as tire derived fuel, burned to create energy and reclaim the steel wires, while others are ground into a powder that is used to make rubberized tracks for athletic fields.

Smedley explained that tires burn hotter than coal – at about 17,000 BTUs – making them an attractive alternative for energy producers while eliminating the need to find landfill space for tires that have no more life left.

Tires aren't Smedley's only business, though. "We also farm," he said. "We needed a sideline." The farming business left him with a lot of downtime, since the corn he grew required "two weeks to plant and one month to harvest" and very little intervention in between or during the winter.

The recycling business gave him the opportunity to meet and interact with more people, and he said that he has "a lot of good people to work with" when collecting and dropping off his tires. And the business itself keeps him on his toes. "If it was easy, it wouldn't be a challenge, and it would be boring," he said.

Smedley looked into a number of different businesses including buying an apartment building to rent out, "then this opportunity popped up." He'd never thought much about used tires before, but "the more I looked into it, the more the numbers looked right," he said. "So we just jumped into it."

He named his business after his children, taking the first two letters of Brooke, the second two letters of Brandon and the last two letters of Dana to create "Branna," which more than a few people have mis-read.

When Branna was just starting out, the company was using old yellow Ryder trucks. Some people connected the business name and the color of the trucks and began referring to the company as "that banana outfit."

At its peak in the fall, the business has about 12 employees, and about 6 over the winter when snow slows things down. Those employees service about 300 independent companies across the state of Illinois, including some EPA and state garages – but "not a whole chain," Smedley said.

Smedley seeks out the independent shops so he can go into a business and talk to the owner directly. The interesting thing he's noticed in those conversations with the owners is that "60 to 70 percent are left-handed." Smedley himself is left handed, and he found it interesting that many of the people he was doing business with shared that trait.

While rubber is the major focus at Branna, "we pick up some rims" from customers. "We don't seek them out," he said. "We just use what we get." While there's money to be made from rims, Smedley said that he doesn't have the time to start another sideline – his focus is on picking up tires and getting rid of them quickly – and cheaply. "We're paying tipping fees," he said, so he takes that into consideration when deciding where to drop off his tires.

One thing he doesn't want to do is store them. While he's got trailers he could use to store up to 18,000 tires if he had to, "we've never had that problem." Right now he has three to four regular places to drop off his tires, although he'd prefer to have five or six options at all times.

Another thing he doesn't want to do is work too far from his home base. "We encourage people to deal in their own state," Smedley said. That's another reason why he prefers not to service chains, which might have locations in several states, which adds to the transportation cost.

A new endeavor for Branna is salvaging inner tubes from tires. Dade Capital drops off cargo containers for the inner tubes and, "They take as many as I can find," he said. He found the idea of a cargo container "out here in the cornfields of Illinois" rather amusing. "We're international," he said, laughing.

In the years Smedley has been in the business, he's seen more markets for the rubber as the kilns that burn the rubber have improved, and technology to grind the tires has improved as well.

In the future, he expects to see better technology for taking the rubber off of the wire. He said that a low-temperature process has been talked about, but so far no one has come up with an economically viable way to implement it. "I'd like to see somebody get it to work," Smedley said.

Tire shipments

Continued from Page 1

increase, or 900,000 units, in 2010 to nearly 3.7 million units due to improved economic conditions respective to the commercial sectors which utilize light truck vehicles. Little or no growth is anticipated for 2011 as no increase is anticipated in domestic vehicle production.

•Original Equipment Medium/Wide-Base/Heavy On-Highway Commercial Truck Tires: A nearly 24 percent increase to approximately 3 million units is anticipated for 2010 – an increase of approximately 600,000 units – reflecting a significant increase in the Industrial Production Index for 2010 in combination with pent up demand for new vehicles. This sector is expected to continue to rebound in 2011 with OE tire shipments projected to gain an approximate 750,000 units.

•Replacement Passenger Tire: Shipments for this category are projected to increase approximately 9 million units in 2010 to nearly 199 million units, representing a growth rate of approximately 5 percent. However, growth in 2011 will be tempered as continued economic uncertainties for the consumer will result

in a less than a 2 percent increase, or nearly 3 million units. Respective to imports, the imposition of a three year Chinese import tariff in September 2009 decreased Chinese imports but effectively increased imports from other Pacific Rim countries such that non-RMA imports are forecast to increase nearly six percent in 2010. Additional increases in imports are anticipated for 2011 growing another approximate 5 percent.

•Replacement Light Truck Tire: The onset of the economic recovery has also improved the outlook for LT tire shipments with shipments forecasted to increase by 300,000 units to approximately 28 million units total, a gain of nearly 1 percent. Little or no increase is anticipated in 2011 in keeping with commercial economic forecasts. This segment represents the small commercial vehicle market – mainly "class 3" trucks – as well as a core group of consumers.

•Replacement Medium/Wide-Base/Heavy On-Highway Commercial Truck Tires: The market is anticipated to increase by approximately 2.6 million units in 2010 to nearly 15.5 million units. Given the uneven economic rebound forecast for 2011, this market is expected to increase by approximately 600,000 units to nearly 16 million units.

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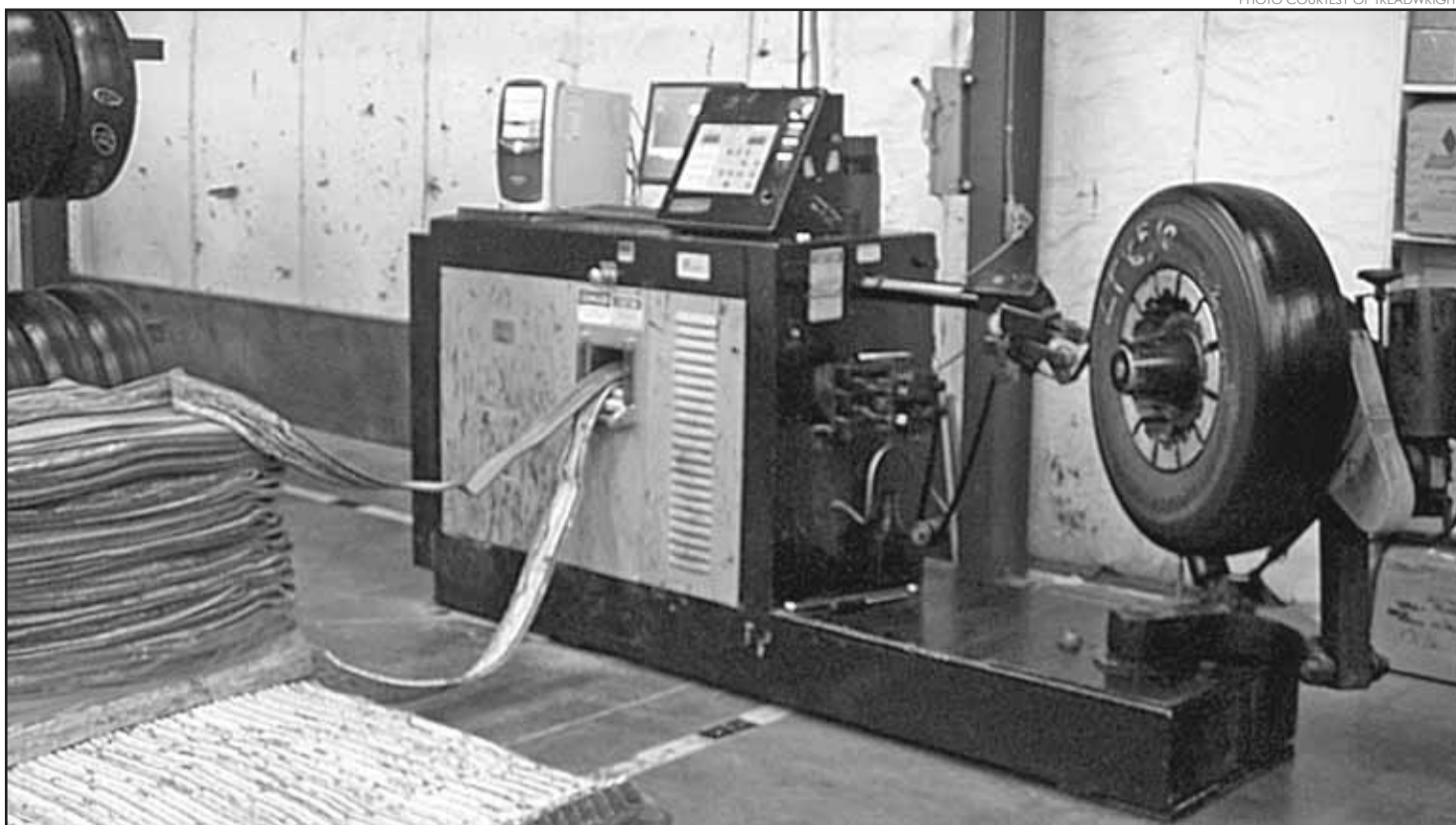
■Continued from Page 1

TRIB, 80 percent of takeoffs and landings are on retreads. Retreaded tires are also widely used on school buses, racecars, military vehicles and by high-mileage ground-delivery companies like Federal Express and UPS.

Although natural rubber only comprises approximately 14 percent of a car tire and 27 percent of a heavy truck tire, it is a vital ingredient in the mix with synthetic rubber and carbon black – derived from petroleum – and other materials such as steel, fabrics, fillers and additives.

“Natural rubber is up over two dollars a pound now. Fifteen years ago, it was sixty cents a pound. There’s going to be a major shortage of natural rubber and this is going to apply to rereading and new tires, as more natural rubber is going to be required to help tires meet low rolling-resistance requirements that are coming to pass, starting in California. That’s going to add to the demand for natural rubber, because providing a higher content of natural rubber is the primary way most tire manufacturers improve their fuel-efficiency,” said Marvin Bozarth, senior technical director of the Tire Industry Association.

Natural rubber has recently become one of the hottest commodities traded on international rubber exchanges with ris-



An Orbitread machine builds the tires with the new rubber layers that are to be molded into the new tread design. Each tire size and tread design has its own program in the machine.

ta, the increased demand for retreads has kept them busy. A red-letter notice on their site stated: “Due to the high volume of orders we are receiving right now you may find that most sizes on our website are not in stock at this time. We greatly apologize for this and assure you that we are producing them as quickly as possible! We are back ordered on most sizes by an estimated 2 to 3 weeks.”

The business owner, Joel Hawkins, said, “Business has just been growing every year. We are doing very well. We just moved from Edgemont to Hot Springs, South Dakota to a larger 25,000 square-foot building.”

Treadwright has grown significantly over the past 3 years and now employs approximately 20 people. Today, the company produces 800 to 1,000 retreads

per week. Three years ago, it was doing 300 or 400 per week. In 2011, the company forecasts that it will produce 1,200 to 1,300 retreads per week.

“We’ve experienced growth, but mostly over the past two years. All we do is sell directly to the public. Most of our business comes from word-of-mouth and our website. We also have an online presence in different forums, such as various Jeep clubs. We do a lot of four-wheel drive vehicles and light trucks.”

Hawkins continued, “We stopped doing passenger car tires 13 years ago because new cars so often had different tire sizes. We could not keep up with the mold purchases to continue to make all of them.” Treadwright ships tires to all states, except for Alaska and Hawaii, and throughout Canada. “Sometimes we do container loads overseas. I can ship to Germany cheaper than I can to Alaska. We’ve seen a lot of inquiries from

overseas but that business hasn’t picked up as yet.”

Hawkins attributes the confluence of the recession and rising prices of new tires for the increase in his business. “New tire prices have jumped significantly over the last couple of years. I know that Goodyear raised prices by about 30 percent in 2010 on many of their light truck tires, and prices are predicted to go up again in 2011.”

According to Hawkins, most passenger and light-truck tire casings can only be retreaded once. Treadwright acquires its casing from a number of tire recyclers. “For example, we work with Lakin Tires, a major dealer that collects tires from tire stores. We give them a list of the sizes and brands we will accept and they save them until they have a truckload. 15” tires are starting to disappear for us. We only do three, 15” sizes now. Mostly we do 16”, 17” and 18”. In 2011, we will start doing 20”.

“Lakin is good with their inspection process, but we send one of our people there to double-check them before they ship to us. We use two electronic NDT (nondestructive testing) inspection machines. Each tire has to go over those machines before it goes to a spreader. There a worker visually inspects it again. The casing is cleaned and repaired if necessary. From there a tire goes to a buffer where the old tread design is removed, new rubber is applied by extruders and then it goes to one of our 13 retreading machines.”

In most cases, Treadwright claims to save the consumer 50 to 70 percent over the cost of new tires with a similar tread design. When asked for an example, Hawkins said, “One of our 16” Jeep tires sells for \$84.95 compared

to a new tire with a similar tread design for \$197, the last time I checked. We use a full-grade truck rubber on our retreads so the wear should be as good as higher-end new tires. We get a lot of referrals and repeat customers because people don’t want to spend money on a new tire when they can get the same mileage for half the price.” Treadwright offers a 2-year, 24,000-mile warranty on workmanship on materials and has a 3 percent.

Obviously, heavy equipment and large truck tires account for the vast majority of retreading. Only a dozen or so retreaders in the United States, like Treadwright, specialize in smaller tire designs and sizes. And while retreading has the potential to go great lengths towards mitigating the amount of tire waste generated in the nation, the practice will never be the wild success that it could be if auto and tire manufacturers got together and adopted more uniform standards for tire sizes and profiles. Only then would retreading tires for passenger cars be more economically feasible. Considering the potentially huge savings of materials and energy, it’s a vision worth pursuing.

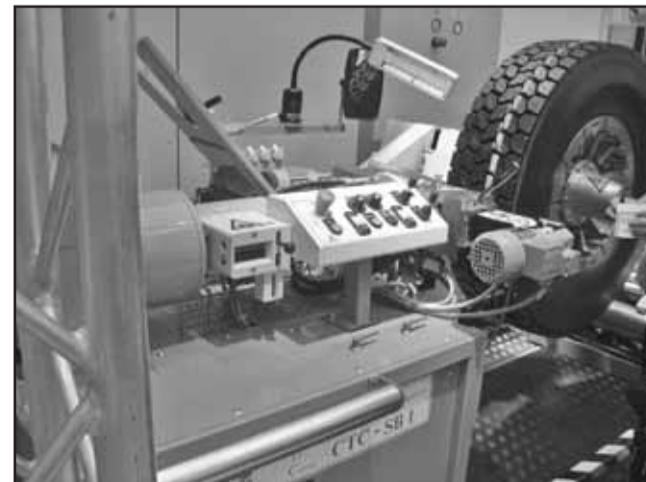


Retreads are most often used on giant earthmoving equipment as well as by heavy trucks.

ing prices seen in most. According to the Association of Natural Rubber Producing Countries (ANRPC), the tightness in natural rubber supply will remain an issue because of an upsurge in demand from China and India for their booming auto and tire manufacturing industries. ANRPC believes that rubber prices will remain high for some time until supply recovers, possibly by early 2012.

With the rising costs of natural rubber and petroleum combined with higher costs for energy to make tires, retreads are making more economic sense to more people. TRIB says it takes approximately 22 gallons of oil to manufacture one new truck tire. Most of the oil goes into the casing, which is reused in the retreading process. It only takes approximately seven gallons of oil to produce a retread – making them more cost efficient and environmentally friendly.

According to the website of Treadwright, Inc, of Hot Springs, South Dako-



A pre-cured tread being applied to a truck casing.

A man went down the street to the 24-hour grocery. When he got there, the clerk was locking the front door. The man said, “Hey, the sign says that you’re open 24 hours.” The clerk replied, “Yes, but not in a row.”

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